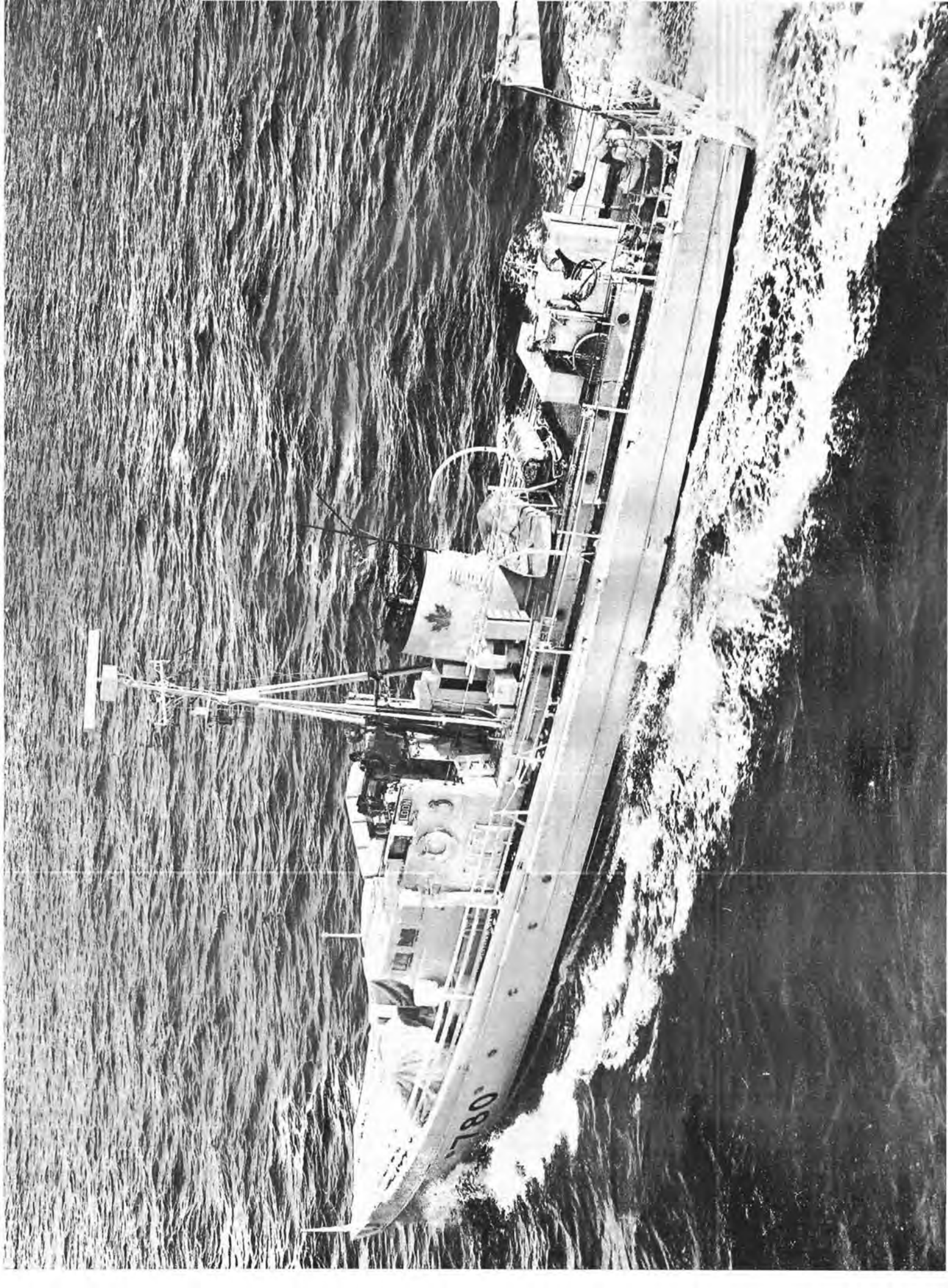


The CROWSNEST



Vol. 14 No. 8

June, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE 1962

CONTENTS

	Page
RCN News Review	2
Launching of the Qu'Appelle	5
Rear-Admiral H. E. Reid Dead	6
The Ship Portrait Search	7
Old Friends at Kingston	9
Officers and Men	11
Drive and Stay Alive	14
Afloat and Ashore	17
Books for the Sailor	21
Here and There	22
The Navy Plays	23
Family Portraits	24
Lower Deck Promotions	25
Officer Retirements	28
Naval Lore Corner No. 106	Inside Back Cover

The Cover—This study in light and shadow—and deliberately distorted perspective—is from the camera of Terry Waterfield, staff photographer for *The Halifax Chronicle-Herald*. One effect of the telephoto lens used for the picture is to make the *Bonaventure* appear almost as short as the destroyer escorts secured fore and aft. The photograph is reproduced here with Mr. Waterfield's kind permission.

LADY OF THE MONTH

Among the smallest and busiest commissioned ships in the RCN are the Bird class patrol vessels. Take, for example, HMCS *Loon*, whose picture appears on the opposite page. During the past few months she has carried out search and rescue operations (including standing by the stranded freighter *Suerte*), served as tender to HMCS *Scotian*, the Halifax naval division, and run innumerable errands.

The *Loon* knows what it is like to navigate the famous Reversing Falls at Saint John, New Brunswick, and she would have been the first to sail from Halifax to Ottawa this summer if the canal around the Long Sault, near Hawkesbury, Ontario, had not been obstructed by a new power dam. However, the rest of her summer training and goodwill cruise was unaffected and she was to visit more than a dozen St. Lawrence River and Gulf ports during June and early July. (DNS-28550)

Negative numbers of RCN photographs reproduced in *The Crownsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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RCN NEWS REVIEW

When an air squadron goes on board the *Bonaventure* for duty, it brings a lot of new faces with it—those who fly and those who keep 'em flying. This picture of the officers and men of VS 880, Tracker anti-submarine squadron, was taken last February at San Juan, Puerto Rico, during winter exercises. (BN-4613)

Sikorsky Picks Up Injured Seaman

A Sikorsky helicopter from Utility Squadron 21 at *Shearwater* airlifted an injured electrician on May 15 from the *Sambro* light ship off the Halifax harbour approaches to the naval air station.

G. M. Burke, with a badly cut hand, was treated by a local doctor and did not require hospitalization.

The pilot of the helicopter was Lt. George Nickson; the co-pilot, Sub-Lt. W. A. Cook, and the aircrewman, AB M. L. Marshall.

Frigates to Sail Northern Seas

Without benefit of icebreakers, tankers or supply ships, five frigates of the Ninth Canadian Escort Squadron will steam more than 5,000 miles in northern seas this summer, making only one stop for fuel at Churchill, Hudson Bay port. Here they will take on fuel oil before starting the 2,200-mile return voyage to Halifax.

On board the five frigates will be 140 cadets of the University Naval Training Division from all parts of Canada. The college students, as part of their 17 weeks' summer training, will be among the 800 officers and men taking part in the cruise.

The ships are the frigates *Cap de la Madeleine*, *La Hullose*, *Swansea*, *Lauzon* and *Buckingham*.

Two other UNTD cruises, each with a different group of cadets, were scheduled for the ships of the Ninth Squadron. Cruise "Alfa", (May 21 to June 23), was to include visits to Saint John, N.B.,

Shelburne and St. Margaret's Bay, near Halifax.

The second cruise (June 24-July 28), will take the cadets overseas. The northern and final UNTD cruise will extend from August 13 to September 7.

A Letter from David

Dear Sir:

Though I am only 11 years old, I am thinking of joining the Royal Canadian Navy. When and if I ever get there I would like to know more about it. Will the navy build any more aircraft carriers such as HMCS *Bonaventure*? What is the gross tonnage of the *Bonaventure*? Are our destroyer escorts really ultra-modern? How old do you have to be to join the navy?

Please answer this letter because I have been bothered by these questions for months. I also want you to know that, even though our navy is not the largest in the world, no one could make me think that any is any greater.

Inside I am enclosing five cents. It isn't much but I hope you will put it to good use with other funds.

Goodbye for now,
DAVID B . . .

NOTE: In case the Receiver-General of Canada may wonder what became of that nickel, it was returned, along with answers to his questions, to the Ontario schoolboy who wrote the letter.—Ed.

Educators Tour Naval Base

Cornwallis was host to 29 university and school principals from the Province of Quebec on April 26 and 27. The purpose of the tour was to familiarize them with the naval environment and the RCN training methods with a view to enabling high school principals and teachers to counsel students seeking a career in the RCN.

The group witnessed all phases of New Entry Training, including kit inspections and ceremonial divisions as well as many sports competitions. They were given lectures on the classification system and on-the-job training in the RCN, the training provided by Communications Division, and a description of courses carried out by the Leadership Division.

Cornwallis Band And Guard Busy

The band and parade training staff at *Cornwallis* are busily engaged in another active summer of presenting Sunset Ceremonies.

The first presentation was scheduled for June 2 at Kentville, Nova Scotia in the Annapolis Valley Apple Blossom Festival. From June 8 to 15, performances were to be given in Boston as part of the Nova Scotia Tourist Bureau's program to publicize Nova Scotia.

Once again the band and guard will participate in the national capital's Dominion Day celebration with a dress rehearsal on Ottawa's Parliament Hill on Saturday June 30 and a performance at the Sunset Ceremony on July 2 in the presence of His Excellency the Governor-General.

On August 4, presentation will be given at Lawrencetown Agricultural Exhibition and on August 6 at the Annapolis Natal Day in Annapolis, Nova Scotia.

The summer's activities will be concluded at the Nova Scotia Fisheries Exhibition in Lunenburg on September 12.

Chaplain of Fleet Awarded Degree

The honorary degree of Doctor of Divinity was conferred on Chaplain of

the Fleet (P) Harry Ploughman, Deputy Chaplain General, at the convocation of the University of King's College in Halifax on May 10.

Another maritime university, Acadia, at Wolfville, N.S., similarly honoured Rev. Dr. E. G. B. Foote, Chaplain General (P) of the Armed Forces.

Canon Ploughman was born in Newfoundland and studied for the ministry at King's College. He joined the RCN in 1941 and served both in Halifax and overseas during the Second World War, returning to the Fredericton Diocese in 1945.

He re-entered the Navy in 1948 and has since served as Command Chaplain on either coast and at sea in the *Haida* and *Huron*. He has served at Naval Headquarters since August 1957.

Chaplain of the Fleet Ploughman was appointed a canon of the Anglican Communion of the Armed Forces in August 1961 and became Chaplain of the Fleet (P) and Deputy Chaplain General (P) of the armed Forces in February of this year.

Stettler Wins Double Honours

HMCS *Stettler*, member of the Pacific Command's Fourth Canadian Escort Squadron, is a proud ship—and for good reason.

On the morning of April 27 the frigate was formally presented with two coveted awards: The Pacific Command Sonar Proficiency Trophy and the Admiral L. W. Murray Trophy, awarded annually to the ship with the highest gunnery efficiency marks throughout the Royal Canadian Navy.

Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, presented the two trophies to the ship at a special ceremony held on the frigate's quarter-deck. Members of the ship's company formed a hollow square to witness the presentation ceremony.

The ship's sonar team is under the direction of Lt. William Panteluk and in charge of the frigate's gunnery team is Sub-Lieut. Anton F. Smith. The *Stettler's* commanding officer is Lt.-Cdr. H. Vondette.



Sailors are shown in prayer on the upper decks of the destroyer escorts *Iroquois*, *Sioux* and *Nootka* during Battle of the Atlantic Sunday religious services in port at Halifax. This was their way of honouring the memory of the thousands who perished at sea in the Second World War during the long Atlantic battle.

The *Stettler* won the Command Sonar Proficiency Trophy last year; and again in 1954 when she was attached to the Atlantic Command in Halifax. It marks the first time she has captured the RCN gunnery award. The *Stettler* is the only ship of the RCN to have won both awards for the same year.

Commodore Dillon Naval Comptroller

Commodore Charles Joseph Dillon has been appointed Naval Comptroller and a member of the Naval Board effective July 3. He will be promoted to the rank of Rear-Admiral on taking up his new appointment.

He succeeds Rear-Admiral Rupert A. Wright, of Ottawa and Victoria, who has proceeded on retirement leave.

Commodore Dillon has served as Senior Naval Officer St. Lawrence River Area, with headquarters in Montreal, since January of this year.

Born in Montreal, Commodore Dillon entered the former RCNVR as a cadet in 1931. At the outbreak of the Second World War he went on active service, held supply and secretarial appointments ashore and served as supply officer in the auxiliary cruiser *Prince Henry* and the Canadian-manned aircraft carrier *HMS Nabob*.

Commodore Dillon transferred to the permanent force in 1944 while serving in *HMCS Avalon*, RCN establishment at St. John's, Newfoundland.

In November 1945 he went to Naval Headquarters and two years later was appointed Naval Secretary. In July 1950 he became the Command Supply Officer, Atlantic Coast.

Commodore Dillon held the appointment of Supply Officer-in-Chief at Naval Headquarters from August 1955 until November 1960 and then attended the Imperial Defence College, London, England.

PRESIDENT PAYS SACLANT VISIT

President John F. Kennedy paid tribute to NATO's Allied Command Atlantic in mid-April by visiting its international headquarters in Norfolk, Virginia.

Accompanied by the Supreme Allied Commander Atlantic, Admiral Robert L. Dennison, USN, he met with senior officers on the SACLANT staff within the area around which the flags of the 15 NATO nations fly.

After greeting the senior nationals of the staff, President Kennedy signed the SACLANT guest book on the historic table upon which the Atlantic Charter was outlined some 20 years ago on



The frigate *Stettler* was on a Venture cadet training cruise to Mexican and southern U.S. waters when it was learned she had been recognized as the shootingest ship in the RCN and had, accordingly, won the L. W. Murray Gunnery, Proficiency Trophy for 1961. In celebration of the triumph, Ldg. Sea. David Woodruff was rigged up as television's gun-slinging Paladin. The same ship won the Pacific Command Sonar Proficiency Trophy. (CCC4-1094)



These are the officers and men who flew with HS 50, anti-submarine helicopter squadron, during winter exercises in the Caribbean early this year. (BN-4607)

board the *USS Augusta*. He is the second president to sign a document on this table—the first was President Franklin D. Roosevelt.

Earlier, in a 10th anniversary message to the Allied Command Atlantic, the President said, "Ten years ago today, the Headquarters of the Supreme Allied Commander Atlantic was established at Norfolk, Virginia. This Headquarters, a

part of NATO, is the only international headquarters ever set up in peace time on this continent. It has quietly and efficiently carried out the vital work of training Allied Naval Forces for their war-time tasks. Their mission is to provide security of the North Atlantic Ocean and North Sea Area is vital to us and our Allies in the North Atlantic Treaty Organization . . ."



It is simply not true that the destroyer escort Qu'Appelle has the tallest funnel in the Navy—although it may take more than a casual inspection to convince oneself of this. More apparent are the smooth lines that have become the trademark of the Royal Canadian Navy's new ships. The picture was taken on May 2 at Lauzon, Quebec, on the occasion of the naming of the ship by Mrs. Diefenbaker, wife of the Prime Minister. (ML-10970)

The Launching of the Qu'Appelle

THE MACKENZIE class destroyer escort *Qu'Appelle* (DDE-264) was launched May 2 by Mrs. Diefenbaker, wife of Prime Minister John Diefenbaker, at Davie Shipbuilding Limited, Lauzon, Quebec.

The *Qu'Appelle* is the fifth of six Mackenzie class destroyer escorts to be launched.

As the champagne bottle smashed against *Qu'Appelle's* hull the ship began moving down the slip towards the water for what was described as a "perfect launch."

Despite the sound of more than 200 cheering spectators and the band of the Royal 22nd Regiment, bystanders say they heard Mrs. Diefenbaker comment: "I certainly gave her a good push, didn't I?"

At the launch site, speakers introduced by T. R. McLagan, chairman of Davie Shipbuilding, were Hon. Pierre Sevigny, Associate Minister of National Defence, and Commodore S. M. Davis, Director General of Ships, who represented Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services.

Commodore Davis read a letter to the guests from His Worship A. W. Ferguson, Mayor of Qu'Appelle, Sask., which said:

"On behalf of the citizens of this historic Town of Qu'Appelle, I wish to ex-

press their gratification and to tender congratulations on the naming of one of Her Majesty's Ships, Royal Canadian Navy, *Qu'Appelle*.

"May God in His mercy grant safe and peaceful passage to all who serve therein."

The following day Vice-Admiral H. S. Rayner, who was present at the ceremony, replied by wire to Mayor Ferguson:

"Thank you and the citizens of the Town of Qu'Appelle for your kind message on the occasion of launching the destroyer escort *Qu'Appelle*. I am pleased to inform you that the ship took the water successfully at 5.55 pm Wednesday, May 2. We in the RCN are proud indeed that one of our ships will once more bear the historic name *Qu'Appelle*."

All the new destroyer escorts are named after famous Canadian rivers. In this instance both town and ship are called after the picturesque Qu'Appelle River, which winds through a deep, lake-studded valley across southern Saskatchewan.

Before the naming and launching, the ship was blessed by Chaplain of the Fleet (P) Harry Ploughman and Chaplain of the Fleet (RC) J. E. Whelly.

During the evening a reception and dinner were held in the Chateau Frontenac, Quebec City.

At the dinner, Mr. McLagan introduced Mrs. Diefenbaker who spoke briefly then presented the ship's bell from the original HMCS *Qu'Appelle* to Cdr. E. W. Kimmerly, Principal Naval Overseer Quebec.

Mrs. Diefenbaker said the bell was used at their summer cottage to "recall a certain fisherman I know" when he was needed. She asked Cdr. Kimmerly to keep the bell until the *Qu'Appelle* was commissioned, then to ensure it was properly fitted.

Mrs. Diefenbaker later explained she and the Prime Minister had received the bell for signal purposes through the efforts of a former naval steward employed at their residence.

Mr. Sevigny, Minister of Mines Jacques Flynn, MP for Quebec East, and Vice-Admiral Rayner spoke during the dinner.

The *Qu'Appelle* is the second ship in the RCN to bear that name.

The first *Qu'Appelle* was a River class destroyer built for the Royal Navy. She was commissioned into the RN as HMS *Foxhound* on June 21, 1935. She was transferred to the RCN and was commissioned as HMCS *Qu'Appelle* on February 8, 1944. The *Qu'Appelle* was turned over to the War Assets Corporation on April 14, 1947, for disposal.

The new *Qu'Appelle* is expected to be commissioned next year.

Vice-Admiral H. E. Reid Dead

THE ASHES of the late Vice-Admiral Howard E. Reid, former Chief of the Naval Staff, were committed to the deep from the quarter-deck of HMCS *Fraser* on Monday, May 7. The committal service, held while the ship was near Race Rocks, was conducted by Chaplain (P) Ivan Edwards, Command Chaplain.

Admiral Reid died in Victoria on May 3 at the age of 64 years.

Born in Portage du Fort, Quebec, he received his early education at Ashbury College, Ottawa, and entered the second term of the Royal Naval College of Canada at Halifax in January 1912.

During the First World War he served in the cruisers HMS *Berwick* and HMCS *Rainbow* and in RN destroyers. For three years after the war he served in HMS *Titania*, submarine flotilla depot ship on the China Station.

Admiral Reid's first sea command was the destroyer HMCS *Patriot*, from 1923 to 1925. He attended the Royal Naval Staff College in 1931 and held senior appointments afloat and ashore prior to his appointment as Commanding Officer, Atlantic Coast, in 1939.

In 1940 he became Vice-Chief of the Naval Staff and Canadian Naval Member of the Canada-United States Joint Board on Defence. This was followed in 1942 by his appointment as Flag Officer Newfoundland Force, with headquarters at St. John's.

From 1943 until his appointment as Chief of the Naval Staff in February 1946, he served as Naval Member of the Canadian Joint Staff in Washington, D.C. He retired in September 1947.

He was appointed to be a Companion of the Most Honourable Order of the Bath in January 1944, the honour being bestowed on him for "his contribution to the war effort, particularly in regard to the vast expansion of eastern naval ports, as well as the Royal Canadian Navy as a whole."

Admiral Reid was awarded the U.S. Legion of Merit in January 1946 "for meritorious service during the war."

A sidelight of his career and one concerned, with a subject very much in the news today was his association with the late F. W. (Casey) Baldwin in hydrofoil development.

Following the death of Dr. Alexander Graham Bell, who had designed a hydrofoil craft that attained a speed of

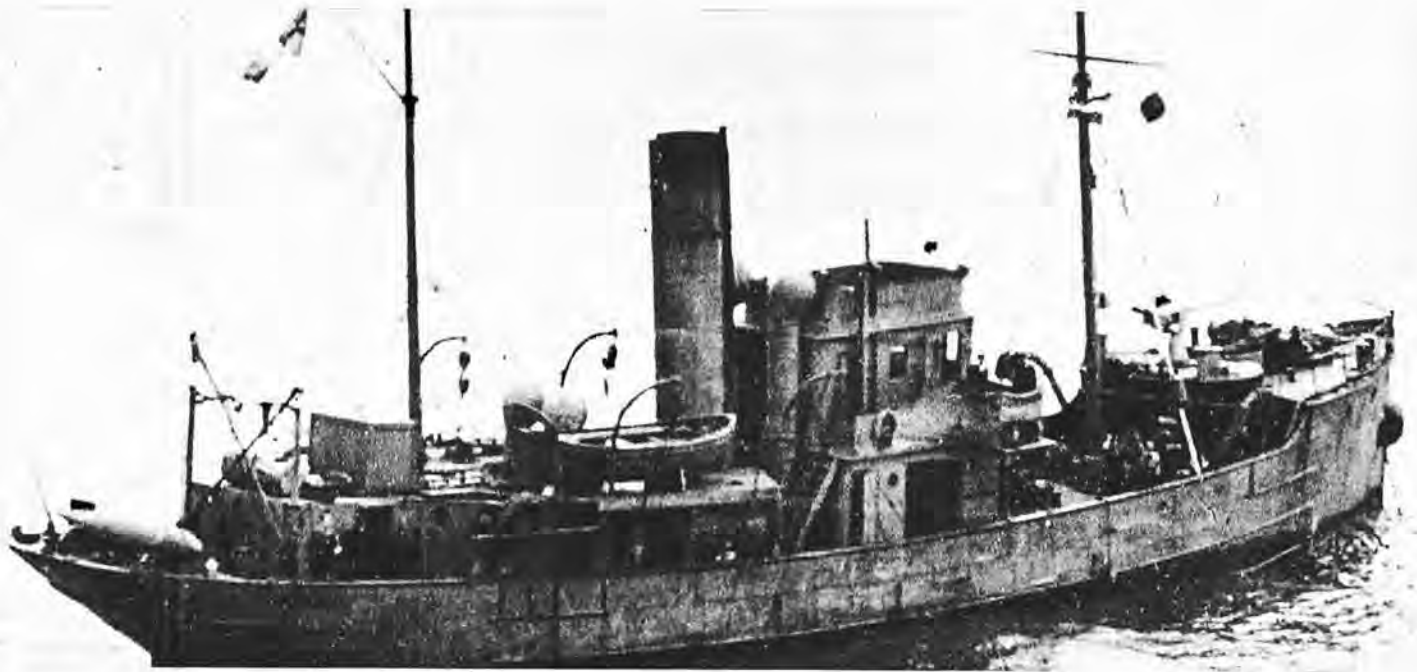


VICE-ADMIRAL HOWARD EMERSON REID, CB, RCN

70 knots, his associate, Casey Baldwin, continued the experiments and designed a hydrofoil gunnery target which could be towed at high speed.

A small-sized model of this was built. The *Patriot*, under the command of Admiral (then Lieutenant) Reid, was invited to try and destroy it with gun-

fire. On one occasion, the *Patriot* directed 85 rounds at the target and scored upwards of 60 hits. The target suffered little damage and was still towing well at the end of the exercise. Baldwin's target design was to prove its usefulness in RCN gunnery training during the Second World War.



HMCS Bras d'Or, lost with all hands in 1940. (CN-6136)

The Ship Portrait Search

NEARLY four years ago, *The Crow's-nest* ran a list of 92 RCN warships of the Second World War of which no pictures existed in Naval Headquarters' files.

As time went by, more and more of these pictures were brought to light—large numbers in the first few weeks after the article appeared in the August 1958 issue and lesser numbers for many months afterward. Photographs of all but three of the listed ships turned up.

However—

The search disclosed a number of interesting facts. In a small number of cases, it was found that certain pictures were not what they pretended to be. The most important instance of this concerned the frigate *Valleyfield*, which was lost in May 1944. The only known picture of the *Valleyfield* turned out not to be of her at all. The same photograph turned up in the files properly

labelled as another ship. Wartime regulations, which required the removal of all pennant numbers from ships, photographs before publication made the error possible. A picture of HMCS *Valleyfield* is still required.

Just as surprising as the fact that it has not been possible to locate a picture of the *Valleyfield* is the case of HMCS *La Hullose*, still serving with the RCN but vastly modified in appearance from wartime days. No picture of the *La Hullose* as she appeared during the Second World War has been found.

Another thing that happened was that as the search for missing pictures continued, more names were added to the list. One of these was a case similar to that of the *La Hullose*. No wartime portrait of the *Whitthroat*, now serving as an auxiliary vessel in the Pacific Command, has been found.

Here is a check list of Second World War ship pictures still required. The names are followed by their wartime pennant numbers.

<i>Baffin</i> (T-275)	<i>Magdalen</i> (T-279)
<i>Cailliff</i> (T-278)	<i>Manitoulin</i> (T-280)
<i>Ironbound</i> (T-284)	<i>Miscou</i> (T-277)
<i>Kalamalka</i> (J-395)	<i>Star XVI</i> (Z-16)
<i>La Hullose</i> (K-668)	<i>Transcona</i> (J-271)
<i>Lavallee</i> (J-371)	<i>Valleyfield</i> (K-329)
<i>Liscomb</i> (T-285)	<i>Whitthroat</i> (M-03)
<i>Louisburg I</i> (K-143)	

In this list the *Star XVI* and the *J*-pennants are minesweepers (the *Transcona* a diesel Bangor and the others wooden ships); the *Louisburg* is the first ship of the name, sunk by enemy aircraft in the Mediterranean on February 6, 1943; the *T*-pennants are Western Isles trawlers and the *Whitthroat* a loop minelayer.

Even the above does not complete the list of pictures needed to provide



a full record of HMC Ships of the Second World War. Oldtimers will remember the first corvettes with their stubby foc'sles and open decks. These were of the famous Flower class and, later in the war, an effort was made to remedy their wetness and general discomfort by extending the foc'sle. Pictures are held of the following Flower class corvettes, but no known photograph shows the extended fore-castle:

<i>Algoma</i> (K-127)	<i>Moose Jaw</i> (K-164)
<i>Edmunston</i> (K-106)	<i>New Westminster</i> (K-228)
<i>Kamloops</i> (K-176)	<i>Sackville</i> (K-181)
<i>Kenogami</i> (K-125)	<i>Trail</i> (K-174)

The *Sackville* is a special case: there are pictures showing her extended fore-castle but only after her conversion to a controlled minelayer with pennants Z-62. She is still operational as a survey ship in the Atlantic Command.

There are other ships of the Flower class of which no picture is held, showing their appearance *before* the lengthening of the fore-castle:

<i>Arrowhead</i> (K-175)	<i>Drumheller</i> (K-167)
<i>Baddeck</i> (K-147)	<i>Galt</i> (K-163)
<i>Bittersweet</i> (K-182)	<i>Mayflower</i> (K-191)
<i>Buctouche</i> (K-179)	<i>Morden</i> (K-170)
<i>Camrose</i> (K-154)	<i>Snowberry</i> (K-166)

One of the pictures most eagerly sought during the early days of the search was a good photograph of the little converted light vessel *Bras d'Or*, which was lost with all hands in October, 1940. The only known picture was a disappointing blur, enlarged from a snapshot.

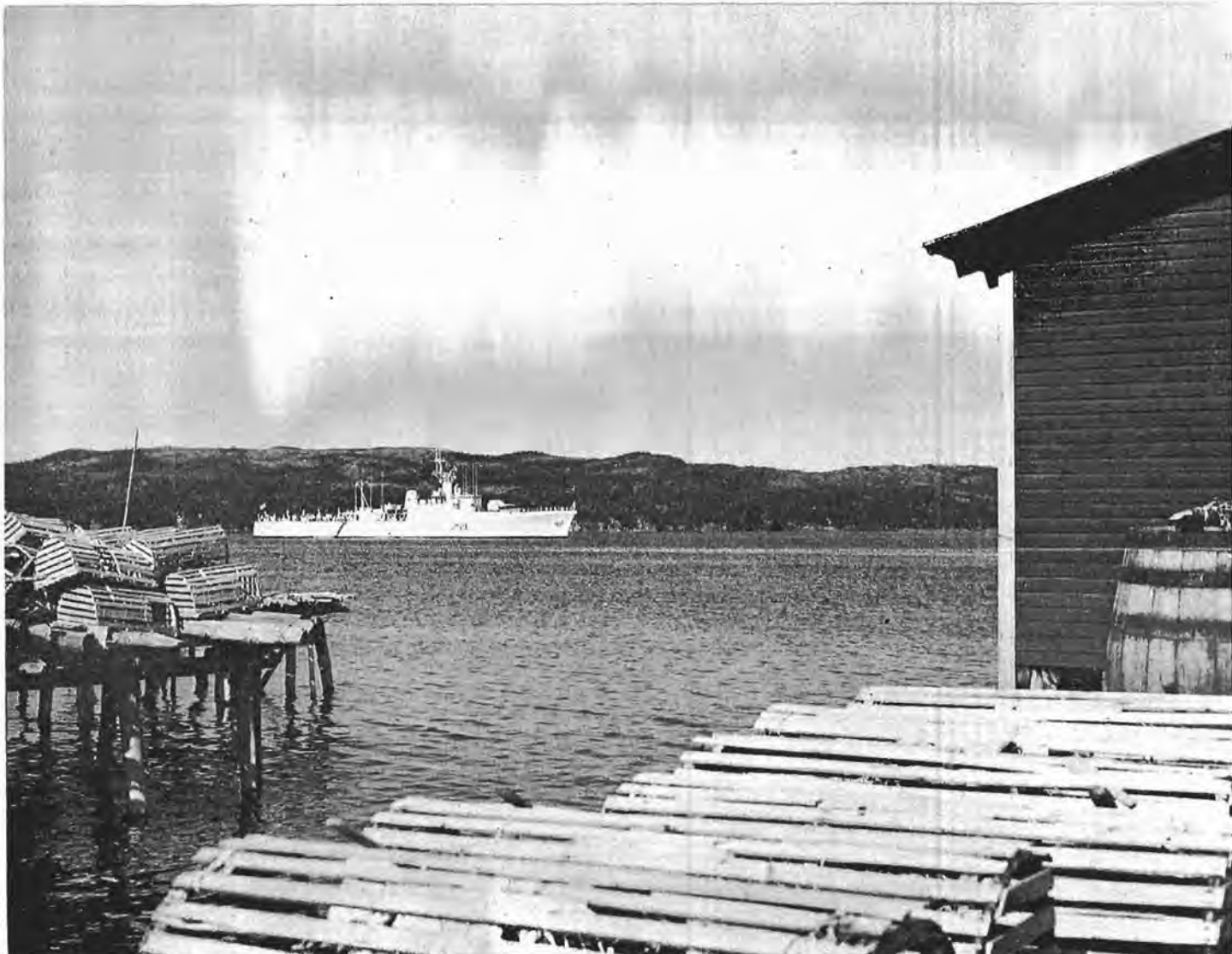
The search produced two pictures of fairly good quality of the little ship that provided one of the lighter incidents of the war a few months before her loss. This was her technical capture of the Italian merchantman *Capo Noli*, which was trying to flee Canadian

waters on the eve of Italy's entry into the war. One of the pictures accompanies this article; some doubts have been raised about the authenticity of the other.

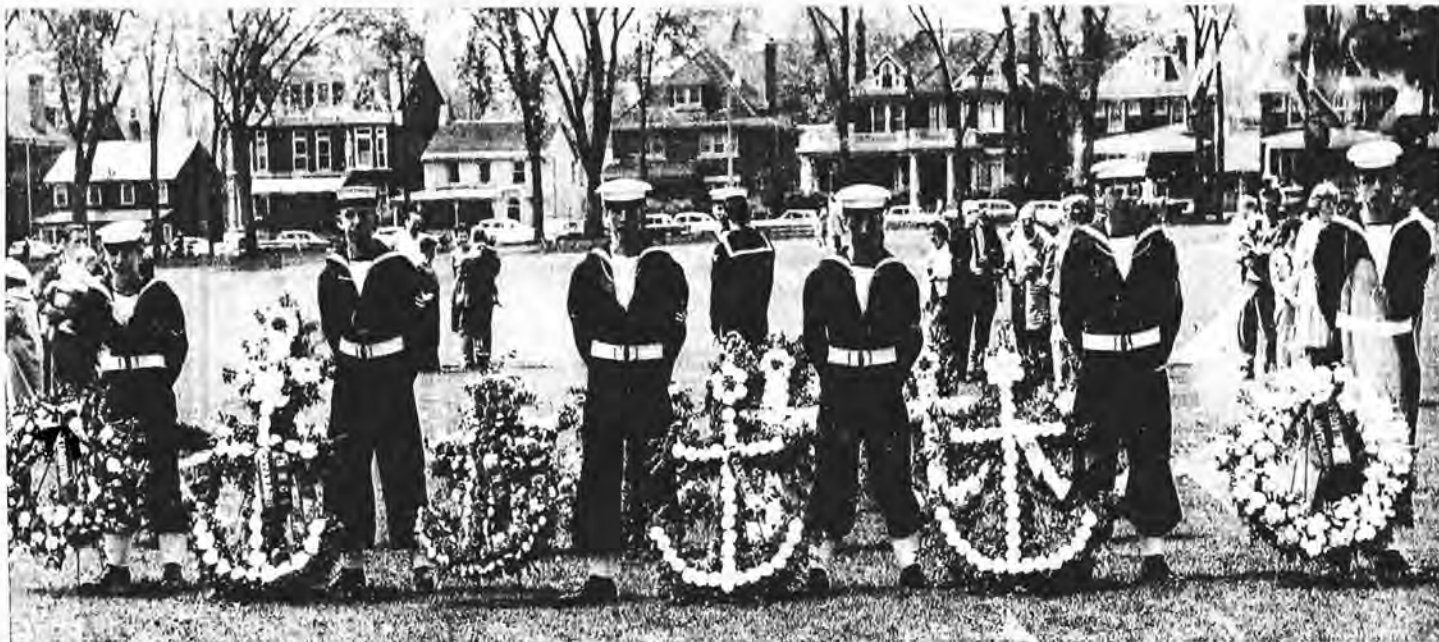
Even if, as is unlikely, pictures are eventually obtained of all Canadian warships that served in the Second World War, the search will continue.

For example, the Naval Historian would like to find a photograph of HMCS *Lansdowne*, depot ship at Sydney, Nova Scotia, in 1917-18, and of HMCS *Florence*, the First World War armed yacht formerly owned by Sir John Eaton.

Readers are reminded that the picture search is being conducted with a view to completing the pictorial side of the RCN's history and that photographs should be addressed to the Naval Historian, Naval Headquarters, Ottawa. Pictures will be copied and returned to the sender.



Lobster traps dominate the foreground of this picture of HMCS *Terra Nova* in Poole's Cove, Newfoundland. The *Terra Nova* named after a Newfoundland river, visited the island last year. (HS-65400)



Kingston members of the Royal Canadian Sea Cadets stood by the wreaths during the ceremonies at the cenotaph in connection with the Naval Veterans' Reunion at Kingston. Sixteen wreaths were laid. (COND-7706)

OLD FRIENDS MEET AT KINGSTON

THE HISTORIC old city of Kingston, Ontario, was the scene of three days of festivities when more than 1,000 naval veterans from Halifax to Winnipeg gathered for the Eighth Annual Naval Veterans' Reunion, May 18, 19 and 20. Host club was the newly organized Cataraqi Naval Veteran's Association of Kingston.

The veterans, in many cases with their wives and families, began to pour into Kingston on the afternoon and evening of Friday, May 18, and registration was carried out at the new clubhouse rooms at 185 Ontario Street, until well past midnight. The next day registration took place at Kingston's Community Centre, the scene of the banquet and ball on Saturday evening.

Commodore Paul D. Taylor, Commanding Officer Naval Divisions, of Hamilton, on behalf of the Royal Canadian Navy, inspected the veterans at their clubrooms on Saturday afternoon, and later took the salute from the steps of City Hall with His Worship, Mayor W. T. Mills, of Kingston. Mayor Mills officially welcomed the veterans and their families and recalled for them the past associations of the city of Kingston with the Navy. A 48-man guard and the band from HMCS *York*, Toronto naval division, and the bugle band from HMCS *Carleton*, Ottawa naval division, participated in the afternoon ceremonies.

On Saturday evening the delegates attended the banquet in the Memorial Centre. In an after-dinner speech, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, told the veterans, "The future growth of the Navy is in your hands," and added that "the best recruiter for the Navy is the ex-navy man."

Hon. W. M. Nickle, MPP, said to the ex-sailors that because of men such as they the Commonwealth had stood the

test of time and would continue to do so.

On Sunday the delegates paraded to church services, followed by a memorial service and a wreath-laying ceremony at a cenotaph at the Cricket Field where 16 wreaths were laid. Preceding the more than 150 veterans actually marching in the parade were bands from *York* and *Carleton* and a 96-man guard.

Wreaths were laid by Mr. Nickle on behalf of the Government of Ontario,



The eighth annual Naval Veteran's Reunion in Kingston was the first a Chief of the Naval Staff has been able to attend. Left to right, before going to the banquet, are Mrs. Scott, William Scott, president of the Cataraqi Naval Veterans' Association, Kingston; Mrs. A. H. G. Storrs, attending on behalf of Rear-Admiral A. H. G. Storrs, Commandant of the National Defence College, Kingston; Mrs. Rayner, and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (COND-7735)

Commodore Taylor, for the Royal Canadian Navy, Alderman Rodney Morton, for the City of Kingston, Cdr. H. G. Cheeseman, for HMCS *Cataraqui*, Kingston naval division, William Scott, president of the *Cataraqui Naval Veterans' Association* and H. W. Maynard, president of the *Canadian Naval Association*. Wreaths were also laid by representatives of the veterans' associations from Toronto, Cobourg-Port Hope, South Waterloo, Peterborough, Hamilton, Brantford, Oshawa, Pre-War RCNVR Association, Toronto, Silverthorne Legion, of Toronto, and Toronto Ladies' Auxilliary.

Bus tours of the city were arranged for Sunday afternoon and the delegates and their wives attended other functions as well.

By Monday morning all but a few of the veterans had started their return journey for home.

Among those responsible for the planning and execution of the reunion were: William Scott, president of the *Cataraqui Naval Veterans' Association*, and George Beltrami, chairman, Eighth Annual Naval Veterans' Reunion committee, along with Ross Anderson, Orville Tait, William Harvey, Lorne Stewart, William Bosworth, Dorville Walroth and C. A. Cayton, all of the Kingston Association. Lt.-Cdr. R. A. V. Jenkins, of COND, was naval co-ordinator, assisted by Lt.-Cdr. Wallace Berry, RCNR, of *Cataraqui*. Assistance was also given by Lt. C. G. Chaulk, Staff Officer Administration, HMCS *Cataraqui*, and by other members of the Kingston naval division.

Addresses of Veterans Sought

The Main Brace Naval Veteran's Association of Saint John, New Brunswick, is endeavouring to compile a list of addresses, as complete as possible, of naval veterans living in the Saint John area.

John Fortune, chairman of the branch, has urged veterans discharged in the area since 1945 to get in touch with the association at 507 Main Street, Saint John.

The association hopes that this will result in a larger turnout of veterans on naval and memorial occasions, such as Battle of the Atlantic Sunday, Jervis Bay Memorial Day and Remembrance Day.

Naval Veterans Form Ottawa Group

A five-man founding committee recently announced the formation of the Ottawa Naval Association which is open to past and present seamen.



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, Hamilton, officially represented the Royal Canadian Navy at the Naval Veterans' Reunion. Here he takes the salute during the march-past from church services to the wreath-laying and memorial services at the canonaph. With him, left, is William Scott, president of the *Cataraqui Naval Veterans' Association*, Kingston, and, right, W. M. Nickle MPP for Kingston and the Islands. (COND-7711)

The association is primarily for naval veterans, but membership is open to serving members of the RCN and RCNR in Ottawa and to war-time members of the merchant navy. Its objects are good fellowship, mutual assistance and co-operation among discharged naval personnel of all ranks.

The founding committee members are Carl Hill, Earl Stong, Art Gowling,

Rolland Bourque and Bob Murphy. They will welcome applications for membership which should be addressed to:

The Ottawa Naval Association,
PO Box 2220, Station "D",
OTTAWA.

Applications should contain a statement of dates of service and be accompanied by \$1.00 joining fee.



On a holiday journey to Istanbul in March, J. D. Georgiles, of Naval Headquarters, Ottawa, saw a ship anchored in the Bosphorus at the entrance to the Black Sea that reminded him of home. It was the Turkish minesweeper *Tekirdag*, formerly HMCS *Ungava*. The coastal minesweeper was one of four (the others were the *Gaspe*, *Trinity* and *Comox*) transferred to the Turkish Navy under Mutual Aid in 1958. Mr. Georgiles took the picture on March 19.

OFFICERS AND MEN

Former Officer, Now Judge, Honoured

A former naval officer, who served with distinction during the Second World War, was elected Dominion President of the Royal Canadian Legion in 1960, and who is now a justice of the Saskatchewan Court of Appeal, was honoured this year with the presentation of a Naval Board letter of commendation.

Mr. Justice Mervyn J. Woods, MBE, CD, QC, BA, LLB, RCNR (Ret), joined the RCNVR in 1937 and, with the outbreak of war, saw service in the North Sea, Western Approaches and from Liverpool to Gibraltar in trawlers and corvettes.

In 1943, Mr. Woods served in command of one of two "action rooms" set up by Rear-Admiral James Hibbard during that time. About 30,000 different officers and men pass through this system, which was the forerunner of the modern tactical trainer.

Mr. Woods commanded the frigate *Longueuil* at the close of hostilities and retired from active service in 1945 as a lieutenant-commander. He commanded the UNTD at the University of Saskatchewan before moving to Regina in October 1961.

Weddings

Sub-Lieutenant Ronald E. A. Cross, *Stadacona*, to Lynda Sharleen Rowland, of St. Jean, Que.

Chief Petty Officer Homer Adrian Fox, *Crescent*, to Shirley June Atwell, Halifax.

Able Seaman Frank Hill, *Churchill*, to Miss Lois Hall, Churchill, Manitoba.

Sub-Lieutenant Norman Inglis, *Unicorn*, to Margaret Jean MacRae, of Ottawa.

Sub-Lieutenant Ralph L. Nelson, *Shearwater*, to Margaret Catherine MacPherson, Big Pond, Nova Scotia.

Sub-Lieutenant John V. Ouellette, *Shearwater*, to Margaret Johnston, Red Island, Richmond County, N.S.

Lieutenant Bram Oudshoorn, *Lauzon*, to Maryke Schwagly, of Victoria.

Lieutenant H. B. A. Russel, *Restigouche*, to Penelope Joy Stanbury, Halifax.

Able Seaman R. O. Saumier, *Churchill*, to Beverly Platt, Churchill, Manitoba.

Able Seaman George Vipond, *New Waterford*, to Judith Ann Bower, of Shelburne, N.S.

Able Seaman J. E. G. York, *Cape Breton*, to Kathleen Ruth Greenslade, of West Sumnerland, B.C.



LT.-CDR. MARGARET BROOKE

The presentation of the Naval Board letter was made at the annual inspection of HMCS *Queen* by Captain J. C. Littler, Chief of Staff to the Commanding Officer Naval Divisions. The text of the letter, which was signed by Vice-Admiral H. S. Rayner, is as follows:

"On the occasion of your transfer to the Retired List of the Royal Canadian Naval Reserve, the Naval Board wishes to convey its thanks and gratitude to your devoted service as Commanding Officer, University Naval Training Division, University of Saskatchewan.

"The many hours which you gave whole-heartedly and effectively to further the interests of the Navy will long be remembered and appreciated."

War-time Rescue Effort Won MBE

A nursing dietitian, whose courage during a war-time sea tragedy was recognized by the award of the MBE, Lt.-Cdr. (MT) Margaret M. Brooke, of Saskatoon, commenced retirement leave on April 14 and will leave the service on October 10, 1962.

Lt.-Cdr. Brooke joined the RCN in March 1942 and scarcely seven months later she survived the sinking of the Newfoundland Railway ferry SS *Caribou*, which was torpedoed and sunk with a loss of 136 lives, while on pas-

sage across Cabot Strait from Sydney to Port Aux Basques.

She was gazetted as a Member of the Military Division of the Order of the British Empire on January 1, 1943, the citation reading: "For gallantry and courage. After the sinking of the Newfoundland ferry SS *Caribou*, this officer displayed great courage while in the water in attempting to save the life of another nursing sister." The casualty was Agnes Wightman Wilkie, of Winnipeg, who was the only woman serving in the Royal Canadian Navy to die of enemy action in the Second World War.

Lt.-Cdr. Brooke served in *Unicorn*, *Stadacona*, *Avalon*, *Protector*, *St. Hyacinthe* and *Naden*. Her last appointment was at the Canadian Forces Hospital, *Stadacona*, as dietitian.

Past York COs Dinner Guests

When it come to life insurance risks, commanding officers of Toronto naval reserve establishment must rate pretty low.

Eleven of the 12 commanding officers are still alive—and the division has been going for almost 40 years.

This fact was brought out in April when the wardroom of HMCS *York* held a special mess dinner in honour of the former commanding officers. Nine of the former commanding officers attended the function.

Births

To Leading Seaman Ian Bruce, *Churchill*, and Mrs. Bruce, a son.

To Able Seaman H. Cooper, *Churchill*, and Mrs. Cooper, a son.

To Leading Seaman R. A. Falk, *St. Laurent*, and Mrs. Falk, a daughter.

To Able Seaman E. L. Flack, *St. Laurent*, and Mrs. Flack, a son.

To Able Seaman R. E. Gabriel, *St. Laurent*, and Mrs. Gabriel, a son.

To Petty Officer J. L. Johnson, *St. Laurent*, and Mrs. Johnson, a daughter.

To Lieutenant G. E. Johnstone, *St. Laurent*, and Mrs. Johnstone, a daughter.

To Lieutenant-Commander M. K. Kelly, *Patriot*, and Mrs. Kelly, a son.

To Leading Seaman R. A. Kunkel, *Churchill*, and Mrs. Kunkel, a son.

To Petty Officer N. W. Lambert, *St. Laurent*, and Mrs. Lambert, a son.

To Leading Seaman J. A. Marshall, *Churchill*, and Mrs. Marshall, a daughter.

Present were: Lt.-Cdr. G. B. Jackson, who was the first commanding officer from 1923 to 1927; Cdr. W. G. Sheddon, 1931 to 1940; Cdr. G. C. Bernard, 1942 to 1943; Cdr. E. T. C. Orde, 1943; Cdr. G. F. McCrimmon, 1945 to 1947; Captain F. R. Base, 1947 to 1951; Commodore R. I. Hendy, 1951 to 1955; Captain L. D. Stupart, 1955 to 1958; and the present commanding officer Captain J. W. F. Goodchild.

Cdr. J. J. Connolly, who was commanding officer from 1943 to 1945, and Lt.-Cdr. A. D. MacLean, commanding officer from 1927 to 1931, were unable to be present. Cdr. A. C. Turner, who commanded *York* from 1940 to 1942, is deceased.

CPO Wins Top Journalism Prize

CPO James Bernard Doyle, who is serving in the *Bonaventure*, has won top honours in a journalism contest sponsored by the Canadian Electrical Manufacturers Association. It was judged by editors from the daily, weekly and business press and was open to students of Canadian journalism schools.

CPO Doyle was awarded \$200 and a plaque by R. E. Bailey, a past director of CEMA, when he visited Halifax recently. CPO Doyle won top prize in a recent short story contest for St. Mary's University students. He is a second-year journalism student at evening courses of the Halifax School of Journalism, sponsored jointly by Mount St. Vincent



The Royal Canadian Navy took top honours in Victoria's annual Golden Gavel speechmaking contest March 28 in the City Hall. First place honours went to CPO John R. Moss seen here with second-place winner Wren PO Lily Arnold. Both are students at the Preparatory School at Naden. Of the contestants, 26 were RCN personnel—members of the Limited Duty Officers' Qualifying Course at the "Prep" School. And of the eight finalists, six were naval personnel. Other RCN finalists were Chief Petty Officers Robert Clitheroe, John Chisholm, Aubrey Wright, and PO Stanley Darowski. (E-65874)

College, University of King's College, and St. Mary's University.

CPO Doyle entered the Navy in 1939 as a boy seaman when he was 15 years of age. He survived the sinking of *HMS Edinburgh* by German destroyers and transferred to the Royal Canadian Navy in 1942. He was serving in the first *St. Laurent* when she sank a U-boat.

Surgeon's Idea Wins Acceptance

A suggestion by Surgeon Lt. Gerald R. Kuder has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Lt. Kuder's suggestion concerning identification tags on stretchers was for-

warded to the Suggestion Award Board for assessment and the idea has been adopted for use in the RCN.

Lt. Kuder was born in Edmonton, on April 16, 1933. He entered the RCNR as a cadet in 1953 at HMCS *Nonsuch* and transferred to the RCN in 1958. Since October 1960 he has served in the destroyer escort *Assiniboine* as squadron medical officer.

His family resides in Victoria.

Change Made In Course Name

The name of the Branch Officer Candidates Educational Course (BOCEC) was changed at the end of March to Limited Duty Officers Qualifying Course (LDOQC).

The LDOQC is an intensive academic course of seven months' duration, held



CPO J. B. DOYLE

at Naden, to prepare candidates from the lower deck for commissioned rank. Starting this year, the course will begin on the second Monday in September and continue to the third Friday of April each year.

'Copter Finds Fisherman

Lost in the woods near Halifax International Airport for 24 hours when he became parted from two fishermen friends, Jack MacLeod, of Truro, Nova Scotia, was located by an RCN helicopter and airlifted to safety by the same machine on April 29.

MASTU Earns Congratulations

Past and present members of the crew of the Mobile Anti-Submarine Training Unit have been congratulated by Commodore Paul D. Taylor, Commanding Officer Naval Divisions, on the efficiency and serviceability of the unit during its years of carrying anti-submarine training to RCNR personnel at naval divisions across the country.

Commodore Taylor's message said:

"Completion of the spring training program on May 23 ends almost seven years of continuous service to the Naval Reserve by the Mobile Anti-Submarine Training Unit.

"During this period 115 visits have been made to 15 naval divisions. All programs have been completed on schedule and over 50,000 miles of highways have been travelled during difficult driving conditions without accident or vehicle damage, a most impressive record of efficiency and serviceability of which all members of the crew can be justly proud.

"Well done."

York's Magazine Ten Years Old

The Yorker, family journal of HMCS York, the Toronto naval division, has breezed its way through 10 years of publication and celebrated this milestone with a 10th anniversary issue in April.

The present staff of *The Yorker* includes: Lt. Austin Winch, editor-in-chief; Lt. Peter Ward, managing editor, and correspondents CPO Gordon Spiker, PO Tom Miller, Ldg. Wren Elaine Dawn and AB Tom Donnelly.

The anniversary issue recalls that two of the main founders of the publication were Commodore R. I. Hendy, Senior Naval Officer, Toronto Area, at that time commanding officer of York, and



The Arms of the City of Winnipeg were presented, on behalf of Mayor Stephen Juba, to a ship of the Royal Canadian Navy, in Malayan waters by a reserve officer from HMCS Chippawa, Winnipeg naval division, who served as information officer to the Second Canadian Escort Squadron during a cruise to the Far East. The Arms were presented to Captain Victor Browne, commanding officer of the Assiniboine and commander Second Canadian Escort Squadron, by Lt. R. G. Nightingale, RCNR, right, of Winnipeg. The Assiniboine is the only ship in commission in the RCN to bear a name associated with Manitoba. (CCC2-922)

Cdr. A. C. Theobalds, then naval information officer, who retired from the RCNR in 1957 and is living in Vancouver.

"These leaders believed that the magazine would help to weld a strong ship's company," says an item dealing with *The Yorker's* birthday. "They were right. It did."

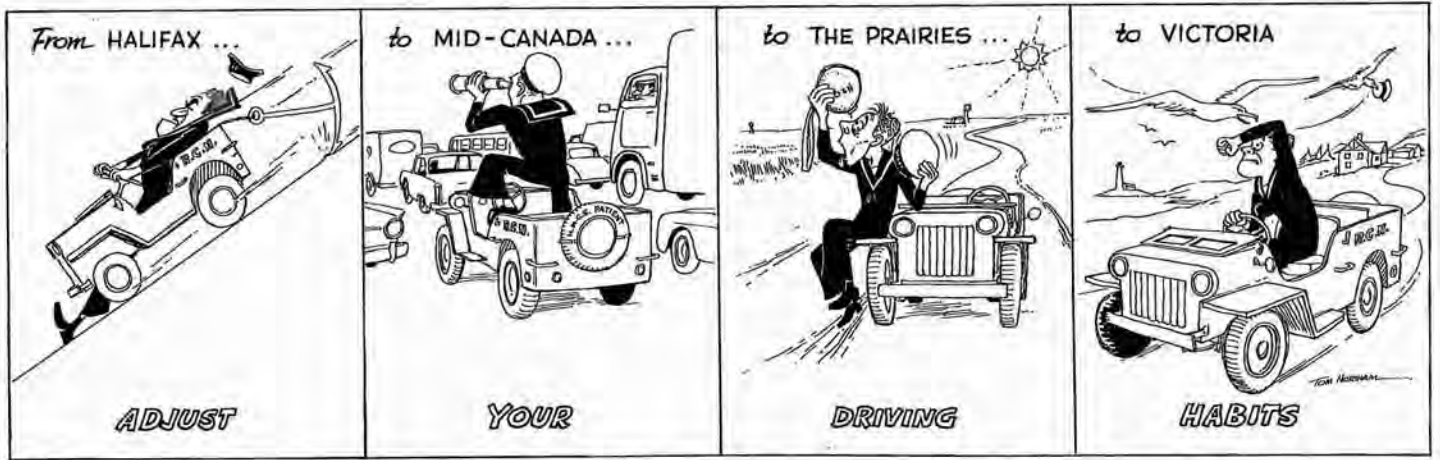
The Crow'snest, which has no compunction about lifting articles from *The Yorker's* pages so that they may be shared with the Navy at large, has reason to wish the Toronto division's magazine continued success.

SPECIAL RATE FOR UK QUARTERLY

A special rate for subscriptions by RCN and RCNR officers to the *Journal of the Royal United Service Institution* has been announced.

The full membership rate to the RUSI is £3.0.0 a year, but this entitles members, not only to quarterly copies of the *Journal*, but also to admission to lectures and use of the library and museum. As RCN personnel cannot readily avail themselves of these latter features, a special reduced subscription rate of £2.2.0 postpaid has been set, entitling subscribers to the quarterly issues of the *Journal* only. This rate is the same as that already in effect for Regular Force and Reserve messes.

The *Journal* is regarded as one of the leading military journals published in English. Each issue contains interesting and informative material, often of special value to naval officers. Subscriptions for individuals or officers' messes should be sent, with the correct remittance, to *The Secretary, Royal United Service Institution, Whitehall, London, SW1, England.*



—Courtesy Canadian Automobile Association

Drive and Stay Alive

MILLIONS of residents of Canada and the United States possess drivers' licences that proclaim them competent to handle motor vehicles. Millions of injuries and thousands of deaths every year are pretty solid evidence that a lot of them are not.

What has gone wrong? What can be done about it.

The automobile manufacturers have produced machines of such excellence that mechanical failure is only rarely a cause of accident. Provinces and states have built highways that provide for smooth, swift passage, with adequate warning of hazards. Yet there has been a steady increase in the number and violence of motor vehicle accidents.

The National Safety Council, analysing the causes of accidents in the United

States during 1960, found that more than 80 per cent of them occurred on clear days on dry roads. It also found that 80 per cent of highway deaths and injuries could be directly traced to violations of traffic laws.

The RCN, like any large employer of personnel, is concerned with the problem of traffic safety. Apart from the human aspects, the hardheaded reason is that every traffic death represents the loss of thousands of dollars spent on training, a gap in the organization of ship or establishment and the additional outlay of time and money to produce a replacement.

Is the problem an important one in the Navy?

A few months ago a study of motor vehicle casualties (killed and injured)

during 1959 among members of Canada's armed forces was made by Wing Commander K. W. Hampson, RCAF, who was at that time Assistant Surgeon General, Preventive Medicine, Canadian Forces Medical Service.

He found that in that year traffic accidents accounted for 50 per cent of all deaths of RCN personnel under the age of 30, about 40 per cent of all deaths and 30 per cent of all hospital patients under treatment for injuries. Over the five-year period, 1955 to 1959 inclusive, traffic accidents accounted for 32 per cent of all RCN deaths.

Wing Commander Hampson's study brought out these points:

- The peak incidence of traffic casualties to RCN personnel occurs between 2300 and 0100;

Seat Belts . . . Low Cost Insurance

Cheap life insurance and greater driving comfort are two of the advantages of installing seat belts in one's car.

According to the Canadian Automobile Association race drivers have found that they can corner more comfortably if they are wearing seat belts. It is logical to conclude from this that a driver will retain more complete control of his car if he has a seat belt steady-him.

If seat belts are inexpensive (and they are), comfortable, and greatly increase survival chances in the event of an accident, why aren't more people having them installed in their cars? The answer is that more people are.

Last fall All Hands, the USN's Bureau of Naval Personnel information bulletin, had this to say:

"Seat belts at last may be catching on as a way to lessen injury and reduce the number of deaths caused by traffic accidents.

"The U.S. government's top safety experts have recommended that they be installed in all the 250,000 federally-owned motor vehicles. Twenty-one states also report that belts are being used by official agencies.

"The American Medical Association has pointed out that if seat belts were used universally, more than 5,000 lives could be saved and injuries could be cut by more than 50 percent.

"Aside from the safety features of seat belts, physicians say they can aid greatly in providing the driver with comfort and support.

"Other seat belt enthusiasts are race and test drivers. Some insurance companies show their faith in the value of seat belts by providing reduced rates for drivers who use them.

"But the most zealous supports of seat belts are the people who were wearing them in accidents and are still around to talk about it."

● Deaths due to vehicle accidents reach their peak during the weekends (Friday to Sunday inclusive);

● Motor vehicle casualties, both killed and injured, involving RCN personnel are highest during the third quarter of the year, July to September;

● The highest casualty rate occurs among those under 25 years of age, the rate (11.8 per thousand in 1959) being more than twice that in the 25-29 group (5.8) and nearly three times that in the 30 and over group (4.2);

● In the three services, the victim had been drinking in 61 per cent of driver fatalities;

● During 1960, the number of deaths of RCN personnel in traffic accidents was seven, a decrease of eight from the previous year's figure, but the days in hospital for traffic injuries and the number injured both increased to the equivalent of 12 RCN personnel in hospital every day of the year.

● Traffic deaths in 1961 rose again to near the 1960 level.

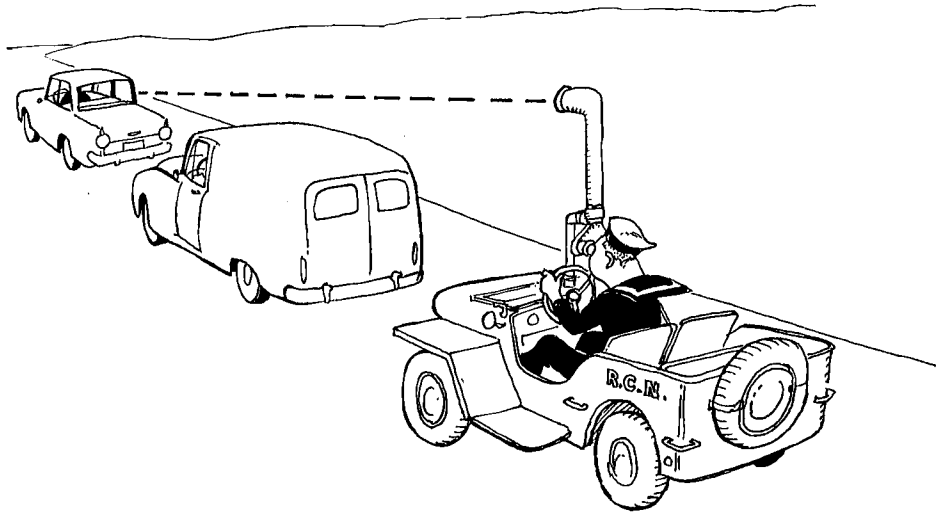
The statistics are endless and painful but they still do not convey the suffering, the personal bereavement, the permanent damage to health, the dashing of hopes and the financial loss to those involved and the country at large.

The most dangerous months of the year from the traffic standpoint are upon us—the summer holiday months when driving is at its best from the viewpoint of weather and road conditions and its worst from the viewpoint of traffic congestion and the number of miles travelled.

What can be done about the slaughter and mayhem on the highways?

If the National Safety Council's analysis is true, the accident rate could be cut by 80 per cent simply by all drivers observing the rules of the road. It is quite obvious, however, that this is a state of affairs unlikely to exist this side of paradise. Even the law-abiding citizen who stays on his own side of the double line can be the victim of the reckless driver hugging the wrong side of the road on a blind curve.

Some accidents—but only a few—are unavoidable and certain things can be done to make the unavoidable accidents less disastrous. It is the driver's duty, for example, to see that his car is in good mechanical condition before he starts on a long trip, or even a short one. Brakes that do not hold can multiply the impact of a collision. Faulty ignition or carburetor adjustment can



ANTICIPATE TWO-CARS-AHEAD OF YOU

—Courtesy Canadian Automobile Association

mean that a car that should have escaped from oncoming danger is stalled, awaiting disaster. A tire that, maybe, will last another thousand miles may give up at a place where tragedy is inevitable.

Lights? Horn? Tie-rods and king-pins? Even an ancient jalopy can be safe on the road if it receives the proper mechanical care. Any garage mechanic can tell in a few minutes whether a car is safe to drive, and if it isn't and it's going to cost money to put it into proper shape—it's a case of your money or your life, and money is easier to replace.

Mechanical failure is the least of accident causes. The chief blame rests on personal failure. This is in the realm of abstractions, involving morals, habits, personal characteristics and attitudes. This is where impatience or downright bad temper, daring or sheer recklessness, lack of consideration or hoggishness, inattention or drunken stupor can cause accidents—the worst of the lot.

Take the example of the oldtimer, chugging along at 40 miles an hour in his Maxwell on a 60-mile-an-hour highway. There's a solid line of traffic approaching from the other way. The oldtimer feels he's setting an example of good, safe driving to the honking, screaming speed demons behind him. As the clamour increases, so does his stubbornness. It's only 20 miles to town and he'll be there in 30 minutes, which is good enough for him.

Not for those behind him, however. Somebody thinks he sees a break in the traffic and makes a dash for it. One or more other drivers get the same idea at the same time. The laggard in the approaching line of traffic decides it's time he closed the gap. In a matter of seconds, the scene on the highway

makes Dante's Inferno look like a parlour joke.

The most any driver could have saved by passing the old codger (and staying within the law) was 10 minutes, a somewhat insignificant amount of time to trade for eternity. And there was always the chance that, before long, a highway patrol would have waved him off to the side and given him a well deserved ticket for obstructing traffic.

Trapped in a situation such as this, the driver can lessen the danger to himself and others in a number of ways. Keeping the car in good mechanical condition has been mentioned. The driver can and should maintain a safe distance between his car and the one ahead. He can observe the speed regulations and modify his speed downward in poor driving conditions. He can allow for bad judgment on the part of the other driver in rounding blind curves or passing. He can appreciably increase his chances of survival by having seat belts installed in his car and using them.

These are precautions that can be applied to any number of driving situations.

It is difficult to compare the highway accident rate in the armed services with that of the civilian population. The base of comparison for civilians is against a population that includes people too young and too old to drive. The armed forces are composed of individuals all of driving age and containing a much higher percentage of car owners than civilians in the same age group. It is entirely possible that, driver for driver, the serviceman's record is as good or better than the civilian's.

In any case, neither record is good enough and all drivers would do well to think hard and long on the crucial problem of safe driving.



More than 12,500 people attended the Dockyard portion of Navy Day celebrations on May 12 in Halifax and several thousands witnessed the ceremony of the presentation by the Navy of a Flag of Nova Scotia at HMCS Stadacona parade ground shortly thereafter. Crowds watch a diving display in left foreground while others await their turn to tour the aircraft carrier Bonaventure. (HS-68388)

Partnership of the Centuries

. . . A tribute from *The Halifax Mail Star* . . .

IN HALIFAX, more than anywhere else in Canada, there is a Navy consciousness. That is because we live with the sea at our door. It is also because we have been associated with ships of the line and those who man them ever since that far off, long forgotten day when the first British man-o'-war sailed up this harbour. Since 1910, Canada has had a navy of her own for which this city has been a base of operations. In war and in peace, Haligonians and the Navy have lived together in an association which is a source of vast pride.

The function of the fleet during hostilities is immediately obvious. Less well understood, perhaps, is its role in times such as these. Needless to say, the contemporary duties of the Navy are so many and complex that a few short paragraphs cannot detail them. Neither, for that matter, would a lengthy recital reveal their full extent.

One sees, however, a constant training for emergency. Personnel must always be alert and prepared for the unexpected. There is no longer a mere mastering of a few techniques, for modern sea warfare employs instruments demanding high skills and wide knowledge. The individual who sees the Navy as an organization simply standing by in case something happens, is a man

who does not see at all. Preparedness demands unrelaxed discipline such as the discerning will quickly observe in Canada's Navy today.

One of the important, and unsung, obligations of the Navy is as a component in Canada's NATO responsibilities. In another role, that of good-will ambassador, her ships range the seven seas, visiting foreign ports and speaking of this land to peoples of other nations.

Perhaps incidental but nonetheless of great importance is the program of career opportunities offered by this branch of the service. While in the Navy, a young man has the chance to make up his educational deficits as well as to learn the trades which may make him a most useful citizen when his "hitch" is over.

On the sea, beneath its surface, and in the air, Canada's sailors are perpetuating a proud and glorious tradition. The people of Halifax, whose interests and business are inseparably wedded to the Navy, are especially aware of this. Not during Navy Week alone, but throughout the entire year, we count it a privilege to salute the Royal Canadian Navy and to wish her men God-speed as their ships put out to sea.

The Halifax Mail-Star, May 12, 1962

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Hochelaga

Hochelaga's wardroom was a buzzing beehive of ex-supply officers last February, when the commanding officer, Cdr. Peter Cossette, and Commodore D. McClure, Director General of Naval Supply, were joint hosts at a mixed mess dinner in honour of Rear-Admiral R. A. Wright, Naval Comptroller, who is on retirement leave after 38 years of service.

The list of guests included Commodore C. J. Dillon, Senior Naval Officer St. Lawrence River Area; Commodore Paul Earle, RCNR (Ret), MPP, Revenue Minister in the Quebec Provincial Government; Commodore O. C. S. Robertson, (Ret); Captain L. J. Nairn; Captain J. R. Anderson, and Dr. and Mrs. R. H. Waite, daughter and son-in-law of Admiral Wright.

A farewell cake inscribed with the Admiral's last three appointments was cut with the traditional sword by the guest of honour and his wife. Admiral Wright was presented with a golf cart, while Mrs. Wright was the recipient of an attractive clock.

HMCS St. Croix

A Second World War escort ship had storage for 14 days' frozen provisions. The longest period spent at sea, un replenished, by a Canadian corvette of those days was 23 days. By that time, the bottom of the barrel was well scraped.

The modern Canadian destroyer escort, by comparison, can operate up to 90 days without emptying her freezers.

What is more, the food served today is "second to none in the navies of the world", according to Lt.-Cdr. Norman O'Neil, supply officer of the *St. Croix*.

Food consumed daily by the 264 officers and men of the *St. Croix* includes up to 225 pounds of meat, a like amount of potatoes, 250 pounds of fresh vegetables, 100 loaves of bread and 40 gallons of milk. The bread may be plain, fancy French twist, rolls or muffins fresh from the bakery, once the shore variety is used up.

The destroyer escort was one of five sister-ships which left Halifax March 1



The Pacific Command's submarine *Grilse* paid her first visit to Vancouver on the week-end of May 5-6. She was accompanied by the destroyer escorts *Fraser* and *Saguenay* and all ships were open to the general public both afternoons. The *Grilse* is commanded by Lt.-Cdr. E. G. Gigg. (E-66286)

for a seven-week trans-Atlantic training cruise. Captain S. P. Nixon, Commander Fifth Escort Squadron, was embarked in the *St. Croix* with his staff. Among reports to be made is one covering this self-sufficiency in provisions. It should be a cinch with these Restigouche class warships.

"We carry enough meats and dry provisions to ensure a varied menu for up to 90 days," said Lt.-Cdr. O'Neil.

"Under normal conditions, the *St. Croix* and others of her class have

enough fresh milk and other perishable foods in chill rooms kept at 35-38 degrees F to last about three weeks. Then we use dehydrated or tinned fruit and vegetables and make reconstituted milk on board."

"When the opportunity presents itself," he continued, "we procure fresh fruit and vegetables during an extended cruise to add variety and colour to the menu. Before beginning any cruise, regardless of how long it might be, the ship is topped to capacity which, prior

to departing from Halifax, amounted to about 15 tons of victuals—a fairly hefty top-up.”

The ship is self-supporting in naval stores and repair items for up to four-and-a-half months. Some 20,000 line items are carried to back up the sophisticated equipment. To be safe, such “hardware” is restocked every three months.

The supply officer is able to get money to meet authorized shipboard expenses anywhere in the world by means of a bank letter of credit. One regular outlay is for fuel to keep the ship's propulsion and domestic machinery going through thousands of miles of steaming.

All told, the supply department is 30-strong, including cooks and stewards, naval and victualling storemen, administrative and pay writers. The senior supply man on board is CPO James E. Harris, under whose supervision food is embarked, prepared and served. In addition, as divisional chief officer for the supply department, he co-ordinates various supply functions, including personnel matters.

HMCS Cornwallis

A stepped-up program for the beautification of *Cornwallis* has begun with the formation of a Beautification Planning Council.

The main object is, over the years, to make *Cornwallis* a place of beauty to all who pass through the Annapolis area. It is intended to accomplish this without interfering with the main purpose of the base, the training of new entries for the RCN.

Two projects now well under way are the beautifying of the Main Gate and the wardroom grounds. Gone is the high barbed wire in the vicinity of the



The people of Magdalena Bay on the arid coast of Lower California, Mexico, have long welcomed the occasional arrival of Canadian naval vessels for winter exercises. On such occasions, the Roman Catholic padre baptizes their children, the ships' doctor cares for their medical needs. Just such duties were performed last winter, during a Venture cadet training cruise of the frigates *Sussexvale* and *Stettler*, by Chaplain (RC) Paul Roy and Surg. I. G. G. Dubois. (CCC4-1052; CCC4-1053)

Command Found In Top Form

Following his visit to the Atlantic Command in April, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, sent this message to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast:

"Throughout my visit to the Atlantic Command I was favourably impressed by what I saw at sea and on shore.

"It is obvious that naval and civilian personnel in your command are putting forth a first-class team effort aimed at improving the fighting efficiency of the ships and are aware of the importance of getting the maximum value out of equipment, training facilities and techniques.

"Please convey my thanks and appreciation to all those responsible for making my visit such a worthwhile and enjoyable one. I send best wishes to you and to all in the Atlantic Command."

main entrance. It will be replaced with rose bushes and hedges. Traffic control has been assigned to smartly turned-out new entries attired in well pressed uniforms, white webbing and carrying a traffic direction baton.

The buildings in the immediate area, such as the Administrative and Training Building, will take on a new pleasing look when painted a soft yellow to blend with the soft green drill shed in the background.

Those who remember "Broadway" on which are located the barber, tailor and so on, will one day find an avenue of trees on both sides of the street, stretching from the Recreation Centre to the rifle range a mile and a half away.

These are but a few projects of the planned program for the base. Each of the projects is supervised by a three-man task group comprising an officer, chief petty officer and one other, whose responsibility is, through ingenuity, skill, persuasiveness, and considerable sweat, to steadily improve their specific area without expense to the public funds.

Married Quarters also has come under the "green thumb" as tenants prepare to beautify their lawns and surroundings with flowers and window boxes.

As well as the beautification of *Cornwallis*, a community garden project has been started for those wishing to grow vegetables.

NAVAL DIVISIONS

HMCS York

Two officers from York joined the RCAF for winter bush survival exercises early in March. It was two days after they got back before they thawed out enough to make a report.

Four members of the Toronto naval division were originally scheduled to head for the bush with the Air Force, but Lt. W. Wilson and PO H. Hanson couldn't make it at the last minute.

Cdr. Tim Turner and Lt. Don Dowds braved it alone with 20 "fly types".

They saw three RCAF survival movies and received plenty of instruction before they headed north from Trenton in RCAF Otters.

Complete with Arctic sleeping bags and winter flying suits, the group landed at Lake Skootamatta, 100 miles north of Trenton. They were issued with RCAF emergency rations in case the rabbit snaring didn't get results.

The two intrepid sailors shuffled off on snow shoes through three feet of snow, sub-zero cold, and air filled with the cold-snapping of trees. They built themselves a lean-to and fire, just as it said in the book, but their rabbit snares stayed barren.

Their 24 hours in the bush left Cdr. Turner and Lt. Dowds chilly, a little lighter, but otherwise undamaged, when the RCAF returned them to the arms of their families.—P.W.

SEA CADETS

RCSCC Cornwall

A yellowed clipping from a British newspaper telling of the Battle of Jutland at the end of May 1916, has been presented to the Winnipeg Royal Canadian Sea Cadet Corps that is named after a hero of the battle, John Travers Cornwall, VC.

The presentation was made by Sam Bryson, of 582 Home Street, Winnipeg, who himself took part in the battle as a seaman on board HMS Colossus. Mr. Bryson was in attendance at HMCS Chippawa recently as the John Travers Cornwall, VC, Cadet Corps was inspected by Cdr. J. W. Dangerfield, commanding officer of Chippawa.

The clipping, measuring four newspaper columns wide and 12 inches deep is from the London Daily Sketch of July 1916. It shows a photograph of John Travers Cornwall superimposed over a barrage of shells leaving the smoking guns of one of the battle wagons. The other side of the clipping is a description of the battle as given



The Ottawa sea cadet corps, RCSCC Falkland, was honoured on May 6 by the presence of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, as inspecting officer at the corps' annual inspection. Acting as officer of the guard was PO Sea Cadet Hugh O'Neil. (O-14320)



Lt. D. M. Wallace, RCN co-pilot, and Lieut. C. W. Miller, USN, pilot of the Tracker anti-submarine aircraft that made the 10,000th arrested landing on the flight deck of the Bonaventure were congratulated and presented with trophies by Captain F. C. Frewer, commanding Officer of the carrier. The two flyers belong to VS-880 Squadron. They also received a cake. Lt. Miller is an exchange pilot. (BN-4670)

by Admiral Sir John Jellicoe, who commanded the Royal Navy force in the historic fight against the Imperial German Navy battle force.

John Travers Cornwall died of wounds received during the great battle. Admiral Sir David Beatty, who commanded the British battle cruiser squadron, said in his report to Admiral Sir

John Jellicoe that "Boy Seaman (1st Class) John Travers Cornwall of HMCS Chester was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post, quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all around him. His age was under 16½ years. I regret that he has

since died, but I recommend his case for special recognition in justice to his memory and as an acknowledgment of the high example set by him".

John Travers Cornwell was posthumously awarded Britain's highest honour, the Victoria Cross, and it has come to pass that a corps of sea cadets in a prairie city far from the scene of battle proudly bears his name, a living memorial to a boy hero who proved himself a man with "heart of oak."—R.G.N.

RCSCC Falkland

Presentation of awards to the three top cadets by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, highlighted the annual inspection of the Royal Canadian Sea Cadet Corps *Falkland* on May 9 at HMCS *Carleton*, the Ottawa naval division.

Inspection of the 128 officers and cadets took place in the drill shed before several hundred relatives and friends, including senior naval officers and officials of the Navy League of Canada, which sponsors the Sea Cadet movement. Commanding officer of the Falkland Corps is Lt.-Cdr. W. J. Eastwood, RCSCC.

Admiral Rayner took the salute on completion of his inspection, as a 15-man guard and three divisions of cadets marched past in review to the music of their trumpet band. During the interval that followed, guests were entertained by the band which accompanied a rifle drill display by a precision squad.

Cadets then remustered in the drill shed, where the Chief of the Naval Staff congratulated them on their appearance at the inspection and presented prizes to the three top cadets.

The *Falkland Bell* trophy for the cadet showing the "most outstanding qualities of leadership and proficiency" went to Cadet PO Hugh O'Neil, 19, son of Mr. and Mrs. R. B. O'Neil of 1801 Botsford Ave. The trophy was donated in memory of the four Canadian midshipmen killed during the Battle of Coronel in 1914, a defeat which was later avenged at the Battle of the Falkland Islands after which the Corps is named. The donor was Lt. W. E. F. Bell, RCN (Ret), who recently left the service after a total of 43 years with the Royal Navy, RCN and RCMP.

The other top prize winners were: For General Proficiency (NCO), Cadet PO H. Sandy McCandless, and General Proficiency (Cadet), Cadet PO Bruce Fraser.

Other winners included: General Department (Senior Cadets): Cadet PO Richard Jackson, Cadet PO James Roxburgh, Ldg. Cadet Jean Dupuis, and



The ship's company of HMCS *Athabaskan* has undertaken the sponsorship of two small Italian children, Stella and Angelo Bongarra. Their father is dead and there has been serious illness in the family. Only the assistance of neighbours, who are also very poor, has kept the family together. The *Athabaskan* is contributing to the care of the children through the Save the Children Fund. The executive secretary-treasurer of the fund in Canada is Miss Sybil Canary, Room 11, 817 Granville Street, Vancouver, B.C. (CN-6443; CN-6444).



On this happy occasion, Cdr. W. W. Maccoll, commanding officer of HMCS *Restigouche*, received the Fifth Canadian Escort Squadron Efficiency Trophy for 1961 from Captain C. P. Nixon, squadron commander. At right foreground is CPO Donald Hughes, coxswain of the *Restigouche*. (HS-67615)

Ldg. Cadet George Ploughman; General Department (Junior Cadets), Ldg. Cadet Paul Dupuis, Able Cadet Richard Smith, Able Cadet Richard McNair and Able Cadet G. Dixon; Seamanship and Sailing awards, Ldg. Cadet Michael

Hayes, Able Cadet Wolfgang Thaeter, Ord. Cadet Don Fraser, and Ord. Cadet Jean Roué; Best Shot, Able Cadet Richard Jackson; Best Bandsman, Able Cadet John Reneau; Best Communicator, Cadet PO Bruce Fraser.

FROM NEW BRUNSWICK TO BURMA

THE TITLE *Wildlife Sketches, Near and Far* might lead the reader to suspect that Bruce S. Wright's new book is essentially a grab bag. That is just what it is—and a richly laden one.

Mr. Wright is director of the North-eastern Wildlife Station of the Wildlife Management Institute of Washington, D.C., based at the University of New Brunswick in Fredericton. While many of his chapters—those of immediate interest to Canadian nature lovers and hunters—centre around his observations in the maritimes, he has travelled far and there are dramatic descriptions of wildlife in the north, in tropic seas, in Africa, Ceylon and Burma.

He went to Africa as a wildlife biologist to study the dietary habits of lions in their natural surroundings, but much more of his mileage around the globe resulted from his service in the RCNVR.

One brief chapter from his book, printed first in *The Crowsnest* in De-

BOOKS for the SAILOR

cember 1960 under the title "North Atlantic Wildlife", is among those drawn from his wartime memories.

While he was waiting for a ship in St. John's, Newfoundland, early in 1942, he wandered around the harbour, examining the defences and visualizing methods of attacking such defences by using swimmers. He put his thoughts on paper and sent them on their way.

Months later, the corvette, HMCS *Lethbridge*, of which he was first lieutenant, put into port for refit and leave. A signal from Admiralty whisked him off to London to raise, train and lead a unit of operational swimmers for special duty with Combined Opera-

tions Command. Thus he became a pioneer in the field of clearance diving, although free-swimming divers in those days were much more likely to be known as frogmen or skin-divers.

Burma was the place where the swimmers eventually went into action, but this was preceded by arduous training in the Bahamas, California and Ceylon. He deals only briefly with his Burmese experiences, although the short recital is one of bloodshed, horror and courage.

From a literary standpoint, Lt.-Cdr. Wright's book is difficult to assess. It lacks unity, it is a blend of fact and fiction, it betrays a need of tauter editing—and it is thoroughly fascinating.

Physically, the book is an ambitious production, with map end papers, coloured plates and numerous black and white illustrations.—C.

WILDLIFE SKETCHES, *Near and Far*, by Bruce S. Wright; published by Brunswick Press, Fredericton, N.B.; 288 pages; illustrated; \$5.95.

LIBRARIES THAT SAIL THE SEAS

THOSE CANADIANS who are concerned with the lack of reading done by the nation's population can rest assured that there is at least one group of Canadians wholeheartedly in agreement that books provide education and entertainment.

They are Canadian sailors at sea, and a good example of this was given by the 700 or so officers and men in three RCN destroyer-escorts which made a three-and-one half months training and goodwill cruise to Asiatic waters this year.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa*, units of the Second Canadian Escort Squadron, carry a combined library totalling almost 1,000 volumes. During the time the ships were away from their home port, every book has been read thoroughly and well.

Each ship's library carries about 300 books, providing a full range of novels, adventure stories, westerns, stories of the sea, books about people and places, biographies and autobiographies, stories of the Second World War, mysteries and detective stories, and even science-fiction.

A random selection of authors represented in the libraries brings forth such

names as Zane Grey, Damon Runyon, Ellery Queen, Neville Shute, Jack London, Herman Wouk, James Michener, Alfred Hitchcock, Dwight D. Eisenhower, Lord Montgomery, Nicholas Monsarrat, Ernest Hemingway and many others, well-known writers and those who have published only one or two books.

The librarian on board the *Assiniboine*, AB G. M. Duruisseau, a radar plotter, summed it up by saying: "The men will read anything as long as it is well written and has some body to it—something that will be entertaining and at the same time give them something to think about."

He said the most popular books in the library are true adventure stories. Next come good solid fiction novels, followed in turn by westerns, good mysteries, stories of the sea, books about the Second World War, particularly during the cruise in regard to Southeast Asia, and science fiction, which is high popular.

The librarians on board the *Margaree* and *Ottawa* agree, saying the popularity polls in their ships run much the same.

In their Far East Cruise, the Canadian ships visited Hawaii, Japan, Singapore, Burma, Ceylon, Hong Kong, and Thailand, and books about these places were in demand. When he goes ashore, the sailor looks for the sights he has read about.

Since the cruise began early in January, many of the sailors read a dozen or more books, usually a chapter or two at a time during off-watch hours. Few Canadians at home read a dozen books in a year, probably because of the wide variety of entertainment available to them through radio, television, sports, and so on. On the other hand, recreational facilities at sea are limited.

Books are purchased by the ships through a grant made each year by Naval Headquarters. The books are bought at book stores in the ship's home port, usually by a committee of the librarian, an officer and one or two other men. This assures a good selection, so that one man's tastes will not take over the entire library.

There is no doubt that the ship's library is popular, and there are few men who don't take the opportunity of making use of it.—R.G.N.

HERE AND THERE IN THE RCN



Young Mark Lovekin of the Eighth Dartmouth Cub Pack takes his turn at jumping into the rescue net during a fire fighting demonstration for the 37-member pack at HMC Dockyard. He is the son of CPO T. F. Lovekin. The boys, who are affiliated with St. Andrew's Presbyterian Church, Dartmouth, were guests of the Dockyard Naval Fire Department. (HS-68026)



A last salute is given at the graveside of a beloved naval officer, the late Frederick Charles Short, who for the nine years before his death on April 17 had been area recruiting officer, with headquarters at HMCS Tecumseh, the Calgary naval division. Burial, with full naval honours, was in the Field of Honour, Burnsland Cemetery, Calgary. (RCNR Photo)



Down East there is an impression (in line with the old sundial inscription, "I tell none but the sunny hours") that the motto of the West Coast fleet is: "We sail none but lukewarm seas". Here is evidence to the contrary—the St. Laurent in the Kodiak area of Alaska in late April. Note those chilly hills. (E-66323)

THE NAVY PLAYS

RCNSA Yachts Win Opener

RCN yachts *Tuna* and *Gold Crest* (ex-*Gritse*) were first and second in the Rear-Commodore's Cup race over the Victoria Day weekend when the Royal Nova Scotia Yacht Squadron's 125th season of racing began in Halifax harbour.

Four yachts competed in the Force 4 southwest wind over the 10½-mile outer harbour course.

The *Gold Crest* was last over the starting line and first to finish but her handicap put her back to second place with elapsed and corrected times of 1:41:27 and 1:31:16.

Cup-winning *Tuna's* times were 1:44:14 and 1:22:19.

91 Compete in Golf Tourney

Ninety one golf devotees turned out in early May for the third inter-ship monthly golf competition at the Gorge Vale Golf Club in Victoria. Low gross went to Ldg. Sea. "Con" Bergstrom and low net to AB "Irish" Finnigan.

The five lowest net scores were *Naden* with 368, *Dockyard* 368, *Ste. Therese* 419 and *Cape Breton* 420.

Navy Wins in Deck Hockey

The Operations and Communications team at HMCS *Shelburne* has claimed the deck hockey title for the second year in a row since the league was first formed four years ago.

The four teams entered in the league include Maintenance, Supply and Operations, and Communications from HMCS *Shelburne*, and one team from the town of Shelburne. Finishing second in the season schedule behind the Supply team, the Operations and Communications team defeated Maintenance in the semi-finals, and went on to defeat the town of Shelburne in the best-of-five final, three games to one.

Shearwater Wins Volleyball Title

Volleyball players from HMCS *Shearwater* in April captured the Eastern and Atlantic Command tri-service play-offs at Camp Gagetown. Coach Lt. R. J.

Langlois has piloted the team for the past four years.

The RCN squad whipped everything the Army had to offer, downing the Camp Gagetown garrison; 1st Battalion, the Black Watch, and the Royal Canadian Dragoons in a round-robin and final playoff.

The *Shearwater* Flyers wound up with a possible six points, Garrison 4, 1 RHC 2, and the RCD squad went winless.

Gloucester Rink Wins 'Spiel Event

A Navy rink from HMCS *Gloucester* made up of Ldg. Sea. J. Peters as skip, CPO N. Gould as vice-skip, Ldg. Sea. N. Fisher as second and Ldg. Sea. K. Hazel as lead was the only Navy rink to win one of the four events in the annual Ottawa area inter-service bonspiel during the first week in April.

A total of 128 rinks participated, made up of members from the Navy, Army, Air Force and RCMP. This was the largest inter-service bonspiel held so far in Canada.

14 Hours Long Enough to Work

How many hours constitute an honest day's labour? A firm ruling on this has been found by the Naval Historian in old documents relating to HM Dockyard, Halifax, then under Royal Navy control.

J. N. Inglefield, Commissioner of the Dockyard, ruled in an order dated October 1, 1807: "A Man working from 5 o'clock in the Morning to 7 at Night is as much labour as he is capable of performing faithfully." Consequently, added Mr. Inglefield, no one was to work longer hours except in a case of absolute necessity.

Just such a case of "absolute necessity" had arisen two years earlier. On October 13, 1805, eight days before Trafalgar (about which Mr. Inglefield could have had no foreknowledge and, for some weeks, no after-knowledge), he posted the order that everyone in the yard was "to work two hours & half Extra by Candle light in refitting His Majestys Ships."

That working hours were not his only concern is shown by another of the Dockyard commissioner's orders:

"Hogs, Goats and Geese being a very great Nuisance, none are to be permitted to go at large in the Dock Yard."

RCN Handgun Club Visits USAF Base

The Atlantic Command Handgun Club sent a five-man team to Loring USAF Base, Limestone, Maine, on the last week-end of April for an open tournament.

The RCN types, although shooting below normal, placed in a number of events.

PO Edward Sharples, *Bonaventure*, took second place in the marksman rapid fire. CPO W. W. Reid was third, in the timed fire, the rapid fire and the grand aggregate, all in the sharpshooter class. CPO L. B. Mandy, ACHC president, was third in the rapid-fire marksman class and third in the national gallery course marksman class.

In the team matches, two Loring teams were first and second, Air Police third and ACHC fourth.

York Marksman Scores "Impossible"

Soldiers at Camp Borden are still scratching their heads out on the shooting range after an ordnance week-end there attended by a contingent of sailors from HMCS *York*, Toronto.

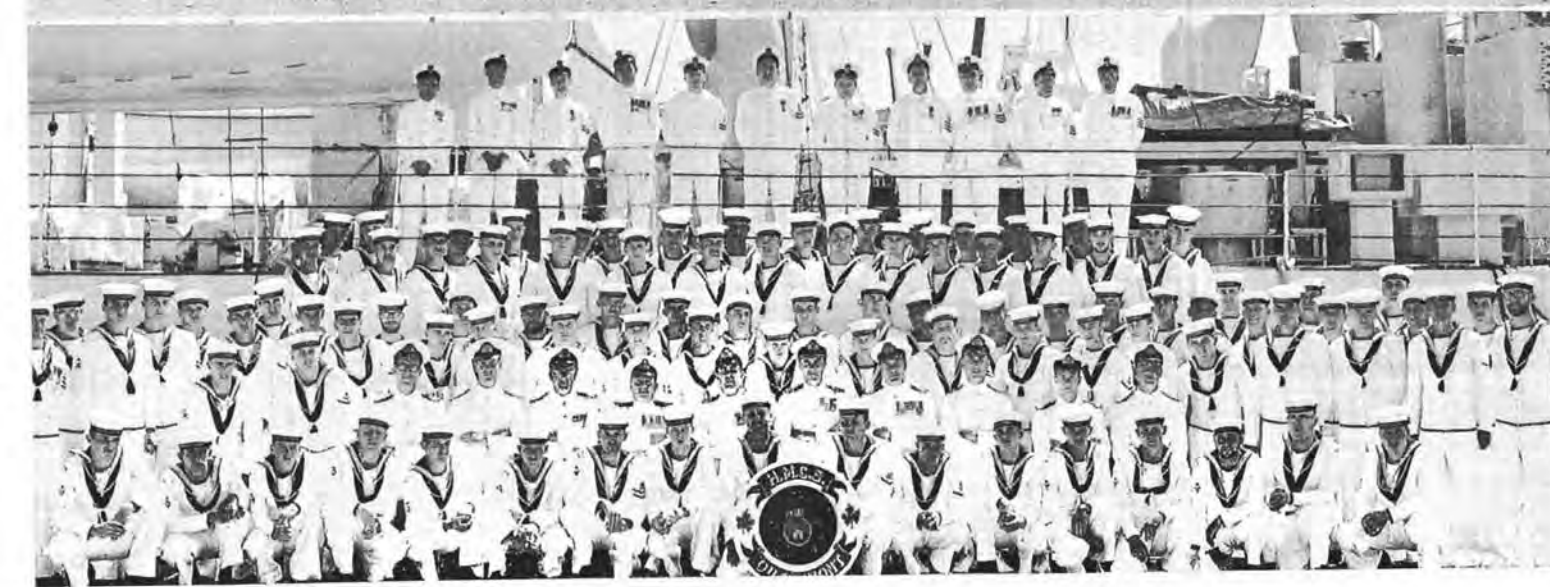
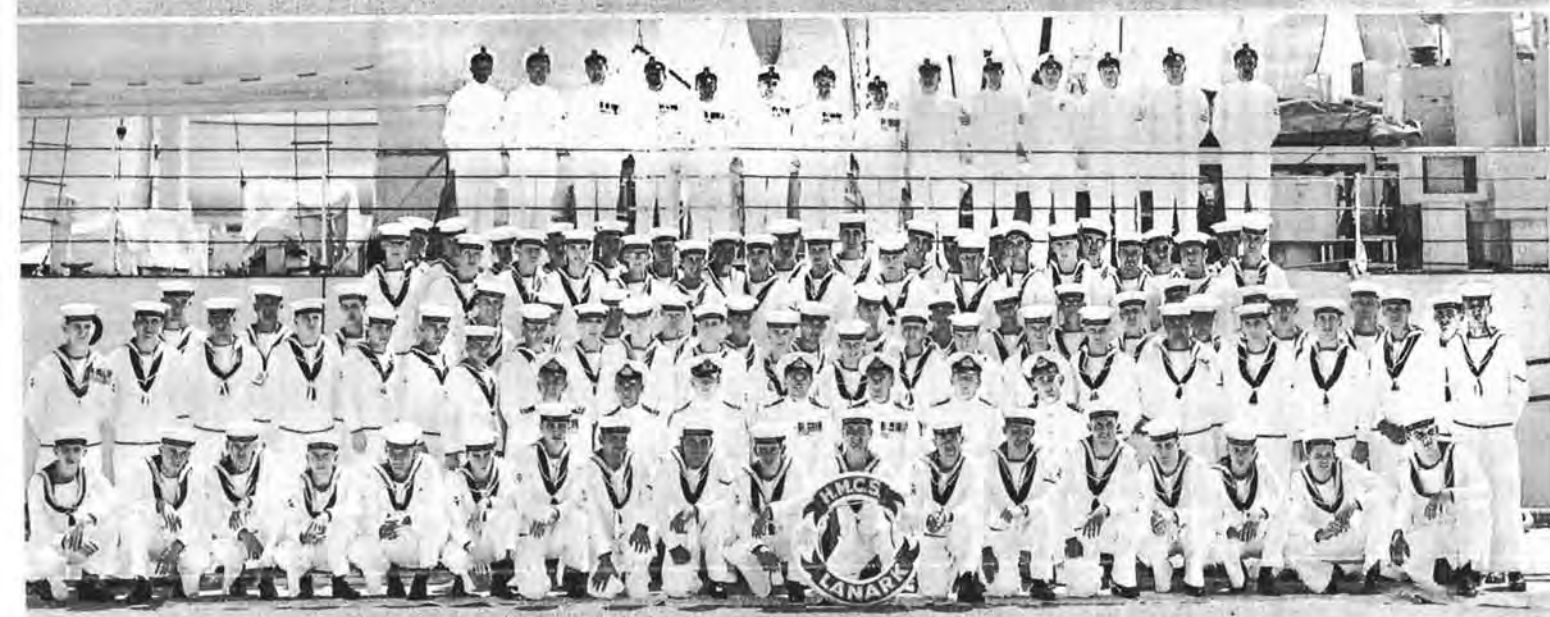
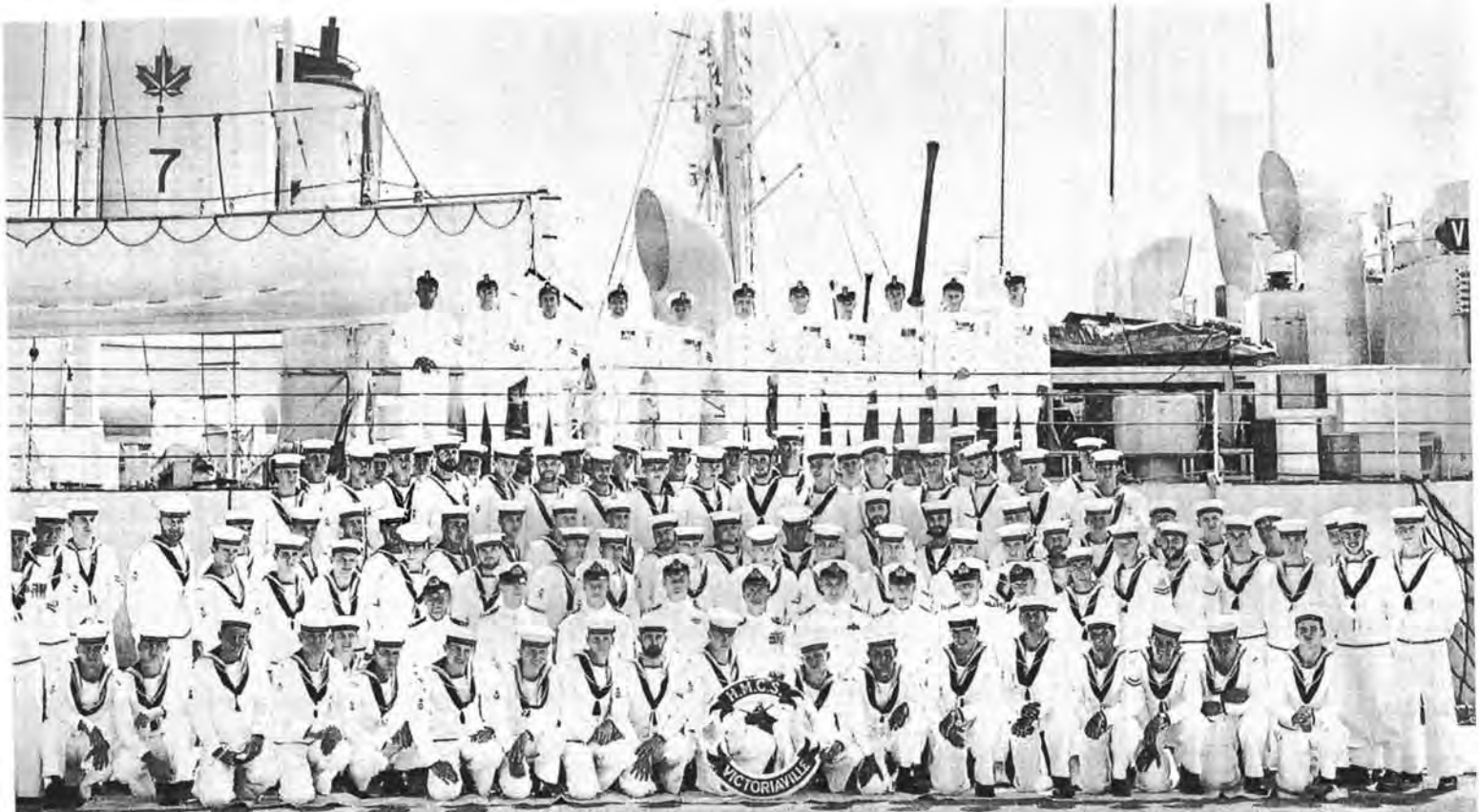
When the smoke cleared after Sten-gun fring, AB Tom Donnelly's target registered a score of 90 out of 75. The instructors finally agreed to score his target 75 out of 75—a perfect score, but none of them could figure out where the extra holes in the target had come from.

Tom explained back at the naval division that he had squeezed some extra shells in the magazine, but he's letting the Army worry.

Sea Cadets Hold Annual Sports Day

Sea cadets, 290 strong, from all over Vancouver Island, took over the playing facilities of HMCS *Naden* on May 5 for their annual sea cadet sports day. Competition included .22 shoot, whaler racing, tug-o'-war and sports tabloid.

Winners of the meet were members of the Shawnigan Lake Sea Cadet Corps, who amassed a score of 21 points to beat out the Victoria Corps by three points.



LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is March 1, 1962. Names are grouped according to trade.

Atlantic Command

For Promotion to Petty Officer Second Class

LSBN2	G. F. Dileo	11820-H
LSBN2	R. D. Robert	18080-H
LSWS3	K. G. Davis	26974-H
LSWS3	E. R. Jensen	26822-H
LSWS3	K. M. Graham	26388-H
LSWS2	T. W. Reakes	34244-H
LSWS2	L. Theriault	8999-H
LSWS2	D. R. Perkins	16558-H
LSWS2	D. J. Doucette	15358-H
LSWS2	J. A. Kennedy	16616-H
LSWS2	L. A. Joyce	14589-H
LSWS3	J. W. Glover	12509-H
LSWS3	J. A. Lafortune	26180-H
LSWS2	K. R. McCormick	10487-H
LSWS2	J. H. Hardie	16655-H
LSWS2	R. A. Pretty	13879-H
LSFC3	J. R. Crawshaw	19951-H
LSWU3	B. A. Peore	32070-H
LSWU3	A. R. Keeble	25761-H
LSSN3	B. H. McCallum	16085-H
LSSN3	G. D. Payne	33638-H
LSSN3	R. T. McGaw	17786-H
LSSN3	F. J. Edwards	25493-H
LSRP2	A. E. Cirtwell	12858-H
LSSG2	J. Bredin	30079-H
LSSG2	R. R. Despres	24957-H
LSSG2	J. R. McKinnon	25214-H
LSRM2	G. M. Rankin	26394-H
LSRM2	M. E. Gibbons	31377-H
LSRM2	J. R. Braman	23600-H
LSRM2	T. Forbes	25568-H
LSEM2	A. M. Mullen	8121-H
LSEM2	E. F. Dans	35420-H
LSEM2	G. R. Spellman	29414-H
LSEM2	L. E. Lapalme	32107-H
LSER3	E. G. Harman	22531-H
LSET3	D. S. Jones	33034-H
LSET3	P. P. Chiasson	23537-H
LSLT3	W. D. Hemphill	33023-H
LSLT-3	J. O. Matte	30570-H
LSLT3	Y. J. Brault	29231-H
LSLT3	G. L. Green	36305-H
LSLT3	L. J. Hebert	26307-H
LSLT3	A. B. Stone	21180-H
LSWA2	S. B. Roberts	25015-H
LSNA3	P. E. MacKey	6720-H
LSNA3	D. W. MacKnight	25297-H
LSNA3	E. C. Putland	35576-H

LSAM3	L. M. Mlazgar	10353-E
LSAM2	W. W. Tibbets	12084-H

LSAT3	G. B. MacLeod	16428-H
LSAT2	J. M. Thibault	29336-H
LSAT2	D. P. Cawthra	24490-H
LSAT2	W. J. Belanger	19105-H

LSEA3	F. C. Hoekley	25194-H
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LSPW2	V. E. Peters	26624-H
LSPW2	R. J. McAgy	24330-H
LSPW2	W. J. Fournier	28896-H
LSPW2	R. L. Bigonnesse	26457-H
LSPW2	F. J. Fox	26684-H
LSPW2	E. T. Warriner	26722-H

LSNS2	W. L. Saunders	10577-H
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LSCK2	K. J. Mitchell	15822-H
LSCK2	D. A. Hodgson	13286-H
LSCK2	G. A. Goldring	26625-H
LSCK2	J. W. Wallace	15953-H
LSCK2	R. J. Squires	13923-H
LSCK2	A. Simaey	24430-H



LSCK2	H. E. Brewster	12425-H
LSCK2	T. R. Maynard	11468-H
LSCK2	W. S. Cairns	15124-H
LSCK2	B. Y. Keeping	12494-H
LSCK2	J. W. Woodward	17651-H
LSCK2	R. L. Fenn	12285-H
LSCK2	D. C. Murray	26757-H

LSSW2	J. W. MacDonald	16238-H
LSSW2	M. J. Regimbal	18636-H
LSSW2	S. Martin	13806-H
LSSW2	R. J. Nault	19022-H
LSSW2	D. R. Pugh	18740-H
LSSW2	M. J. Tourangeau	28541-H
LSSW2	G. J. Olivier	14208-H

WLS2	E. A. O'Sullivan	W-35452
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LSRR2	H. J. Murphy	34125-H
LSMA3	J. R. McNulty	23683-H

LSCD3	R. N. Connelly	11242-H
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LSPR3	E. A. Pala	25008-H
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LSMM3	R. K. MacEachern	15424-H
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LSPH3	D. R. Orrell	24359-H
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For Promotion to Leading Seaman

ABBN2	S. Crane	15444-H
ABBN2	D. G. Almas	24597-H
ABBN2	J. A. Adams	27133-H
ABBN1	W. A. Clouston	16812-H
ABBN2	G. P. Benson	19698-H
ABBN1	R. L. Watson	27099-H
ABBN2	L. J. Kingsbury	18945-H
ABBN2	R. J. Hachey	25870-H
ABBN2	R. J. Pruneau	14277-H
ABBN2	R. H. Aucoin	42070-H

ABWS1	R. B. Williams	26040-H
ABWS1	C. A. MacDonald	31423-H
ABWS1	J. G. Christopher	29564-H
ABWS1	J. P. Brown	37660-H
ABWS1	D. R. Parsons	30685-H
ABWS1	J. G. Pratt	26178-H
ABWS1	C. T. Humphries	13792-H
ABWS1	A. P. Dillon	10625-H
ABWS1	G. E. Belanger	30433-H
ABWS1	S. H. Smith	33769-H
ABWS2	W. G. Leppard	29929-H
ABWS2	G. B. Stevens	37627-H
ABWS1	M. Lynch	13039-H
ABWS2	G. V. Johnson	42259-H
ABWS2	R. W. Pepper	36865-H
ABWS1	L. P. Pyke	30404-H
ABWS2	R. P. Cox	34293-H

ABFC2	T. W. Gossen	33524-H
ABFC2	J. Bracken	46116-H
ABFC1	J. H. Cardy	30145-H
ABFC2	W. F. Gallaber	44458-H
ABFC2	P. C. Waugh	31546-H
ABFC2	A. Cracknell	44374-H
ABFC2	O. F. Elliott	44455-H
ABFC2	R. B. Jack	39037-H
ABFC2	D. T. Hastings	45511-H
ABFC2	J. W. Chalmers	44472-H
ABFC2	T. W. Shick	27820-H
ABFC2	I. D. Corkum	44112-H
ABFC2	W. A. Rolls	37551-H
ABFC2	J. R. Fowler	29602-H
ABFC2	W. E. Sharpe	39135-H
ABFC2	R. E. Roberts	44084-H
ABFC2	C. E. Lalonde	46152-H
ABFC3	R. H. Johnson	30002-H
ABFC2	G. G. Valiquette	42632-H
ABFC2	G. J. Charpentier	28487-H
ABFC2	G. A. Ross	44470-H
ABFC2	R. Jamieson	42482-H
ABFC2	L. G. Lake	37680-H
ABFC2	R. A. Toivanen	39826-H

ABWU2	R. E. Park	36378-H
ABWU2	R. R. Lepage	36658-H
ABWU2	R. J. Dowker	35208-H
ABWU2	D. G. Knodell	23720-H
ABWU2	P. Dube	42263-H
ABWU2	P. J. MacIntyre	37559-H
ABWU1	R. H. Woodcock	30526-H
ABWU2	D. J. Test	42304-H

ABSN2	W. E. Latter	35286-H
ABSN2	M. G. Hatt	44125-H
ABSN2	W. W. Cherry	43804-H
ABSN1	B. W. Sharkey	39926-H
ABSN2	D. M. MacKey	44346-H
ABSN2	A. L. Murray	36954-H
ABSN2	W. N. Grinnell	36767-H
ABSN2	R. S. Priske	37595-H
ABSN2	D. L. Smith	44124-H
ABSN2	D. K. Anderson	44464-H
ABSN2	G. E. McKay	42694-H

FAMILY PORTRAITS—The bright tropic sun and a lull in winter exercises in the Caribbean provided the opportunity for the ships' companies of three frigates of the Seventh Canadian Escort Squadron to pose for their pictures while the ships, the Victoriaville, Lanark and Outremont, were at San Juan, Puerto Rico. (BN-4584; BN-4585; BN-4586)

ABSN2 M. G. McIsaac.....42436-H
 ABSN2 G. J. Tunn.....36792-H
 ABSN2 W. H. Yallop.....42506-H
 ABSN2 P. W. Meagher.....29059-H
 ABSN2 W. G. Crossley.....44053-H
 ABSN1 D. E. Jones.....37536-H
 ABSN2 W. J. Bramfield.....44362-H
 ABSN2 D. A. Shuman.....15532-H
 ABSN2 R. M. Poole.....35304-H

ABRP2 D. D. Lowe.....34111-H
 ABRP2 C. B. Waring.....29787-H
 ABRP2 W. E. Buckley.....43405-H
 ABRP2 L. E. Turner.....44055-H
 ABRP2 R. R. Farah.....36931-H
 ABRP2 D. F. Morgan.....44116-H
 ABRP2 H. D. Raney.....37839-H
 ABRP2 R. W. Allen.....43297-H
 ABRP2 G. M. Adams.....43011-H
 ABRP2 L. H. Slade.....37754-H
 ABRP2 R. E. Fox.....42885-H
 ABRP2 E. Gorai.....42478-H
 ABRP2 M. F. Dougherty.....23404-H
 ABRP2 G. M. Palmer.....35628-H
 ABRP2 G. V. Griffiths.....29580-H
 WASD2 M. H. Eccles.....W-31611

ABSG2 C. W. Armstrong.....36640-H
 ABSG2 O. Van Ek.....35333-H
 ABSG2 A. J. MacIsaac.....44090-H
 ABSG2 A. J. Wrinkle.....37796-H
 ABSG2 D. J. Wood.....30485-H
 ABSG2 J. M. Callaghan.....44500-H
 ABSG2 G. De Vuyst.....45874-H
 ABSG2 R. E. Bowes.....33491-H
 ABSG2 M. E. MacPhail.....42718-H
 ABSG2 R. C. Soucie.....42762-H
 ABSG2 W. C. Sparks.....43023-H
 ABSG2 D. C. Learn.....45558-H
 ABSG2 R. R. McNaught.....44430-H
 ABSG2 E. D. Lebrun.....36630-H
 ABSG2 J. L. Younger.....44682-H

ABRM2 W. Iltshishin.....39728-H
 ABRM1 M. L. Baker.....37456-H
 ABRM2 F. R. Carter.....42407-H
 ABRM2 R. C. Renaud.....36922-H
 ABRM2 J. P. Phelan.....37693-H
 ABRM2 J. J. McAuliffe.....38909-H
 ABRM2 R. H. Stebner.....38714-H
 ABRM2 R. J. Cyr.....43208-H
 ABRM2 P. F. Garrie.....42250-H
 ABRM2 G. J. Decoene.....43273-H
 ABRM2 R. G. Newman.....19999-H

ABRS2 R. C. Bosada.....36181-H
 ABRS2 G. F. Biggar.....34711-E
 ABRS2 R. D. McDonald.....35238-E
 ABRS2 J. H. Alward.....42879-H
 ABRS2 A. W. Laakso.....28150-E
 ABRS2 B. L. Partridge.....33275-E
 ABRS2 P. G. Tambreau.....36659-H
 ABRS2 F. Pielak.....27802-E
 ABRS2 A. B. Argue.....28203-E
 ABRS2 R. A. Briggs.....33177-E

ABEM2 J. R. Todd.....37838-H
 ABEM2 D. D. Anderson.....38472-H
 ABEM2 M. J. Nix.....39046-H
 ABEM2 A. E. Moreau.....42525-H
 ABEM2 J. L. McIntosh.....42610-H
 ABEM2 S. B. Jenkins.....37243-H
 ABEM2 G. A. Bailey.....39477-H
 ABEM2 D. C. Idle.....39482-H
 ABEM2 B. C. Barker.....42392-H
 ABEM2 J. W. Gadsby.....36692-H
 ABEM1 T. J. Maguire.....35706-H
 ABEM2 C. C. Spurr.....37686-H
 ABEM2 W. G. Link.....26516-H
 ABEM2 R. W. Gillespie.....42971-H
 ABEM2 T. A. O'Donnell.....43003-H
 ABEM2 J. V. Lavoie.....37191-H
 ABEM2 K. F. Young.....43002-H
 ABEM2 R. F. Stoddard.....36750-H
 ABEM2 G. J. Berkhout.....42461-H
 ABEM2 D. J. Doucet.....42944-H



"I'll take vanilla." Things usually go smoothly during fuelling at sea but every so often all is not well. This was the somewhat messy scene just after the Algonquin had been refuelled by the Bonaventure off Bermuda last winter. (CS-1007)

ABEM2 W. M. MacDonald.....37652-H
 ABEM1 M. A. Moore.....38744-H
 ABEM2 W. Kettner.....35263-H
 ABEM2 D. F. Kent.....29578-H
 ABEM2 G. R. Branchaud.....37645-H
 ABEM2 N. E. Glenn.....37811-H
 ABEM2 J. H. Menard.....39152-H
 ABEM2 G. C. Heerings.....42369-H
 ABEM2 T. McVarnock.....32047-H
 ABEM2 J. H. McLeod.....30550-H
 ABEM2 D. L. Lowther.....44104-H
 ABEM2 D. S. Carter.....44117-H
 ABEM2 R. J. Lauzon.....36930-H
 ABEM2 D. T. St Onge.....43054-H
 ABEM2 A. J. Gosleigh.....44441-H

ABET2 E. J. Williams.....42949-H

ABLM2 J. H. Crichton.....45834-H
 ABLM2 L. E. Harris.....42992-H
 ABLM2 H. D. Andrews.....44462-H
 ABLM2 L. C. Thurber.....44162-H
 ABLM2 R. H. Holmes.....30538-H
 ABLM2 G. J. Seguin.....36630-H
 ABLM2 P. J. Dick.....37316-H
 ABLM2 J. C. Greenwood.....44453-H
 ABLM2 J. D. Manser.....37827-H
 ABLM2 B. C. Larsson.....44649-H
 ABLM2 C. G. Savage.....37746-H

ABLM2 M. C. Abel.....36738-H
 ABLM2 K. J. Dunne.....44454-H
 ABLM2 R. A. Nutley.....44395-H
 ABLM2 H. A. Russell.....45866-H
 ABLM2 J. G. Shypit.....38593-H
 ABLM2 K. S. Stokstad.....45892-H
 ABLM2 D. V. Talbot.....44689-H
 ABLM2 A. F. Cooke.....44478-H
 ABLM2 R. G. Acton.....43067-H
 ABLM2 J. J. Hamelin.....44324-H
 ABLM2 D. F. Ruston.....43078-H
 ABLM2 D. R. Stewart.....44673-H
 ABLM2 K. C. Spriggs.....46421-H
 ABLM2 F. W. Lavalley.....46165-H
 ABLM2 R. C. Segel.....46113-H
 ABLM2 J. G. Belanger.....37327-H

ABLT2 F. G. U'Ren.....26520-H
 ABLT2 J. M. Ross.....35618-H
 ABLT2 D. M. Tully.....37773-H

ABWA1 A. D. Harkin.....13220-H

ABNA2 R. J. Featherstone.....27653-E
 ABNA2 D. W. Thorburn.....23594-H
 ABNA2 J. F. Grant.....25353-H
 ABNA2 R. N. Chapdelaine.....44926-H
 ABNA2 R. J. Heinz.....28563-E
 ABNA2 W. F. Peavey.....44667-H

ABNA2 N. D. Colban.....45896-H
 ABAM1 W. A. Bereza.....36544-H
 ABAT2 E. C. Tillet.....42434-H
 ABAT1 H. Fisher.....28092-H
 ABAT1 G. A. Doherty.....35866-H
 ABAR1 V. W. Marwood.....35490-H
 ABAT1 J. G. McNaughton.....39034-H
 ABIEA3 J. Veres.....0625-H
 ABAW1 R. J. Gray.....16813-H
 ABVS2 M. R. Jones.....25771-H
 ABVS2 C. J. Burchell.....33954-H
 ABNS2 D. R. Taggart.....36574-H
 ABNS1 F. J. Flemming.....25014-H
 ABNS1 E. H. Hatfield.....37483-H
 ABNS1 E. H. Newton.....30355-H
 ABNS1 G. K. Cole.....31973-H
 ABNS1 W. G. Bruton.....25333-H
 ABCK1 J. A. Pollock.....36005-H
 ABCK1 C. A. Davis.....36235-H
 ABCK2 R. E. Hynes.....25116-H
 ABCK1 M. E. Connors.....34136-H
 ABCK2 L. C. Jewer.....18922-H
 ABCK1 D. J. Larose.....36260-H
 ABCK2 D. L. Sadler.....30241-H
 ABCK2 R. B. Weir.....23426-H
 ABCK2 V. D. Mitchell.....24342-H
 ABCK2 R. J. Gagnon.....14113-H
 ABSW1 W. E. Kolachynski.....35454-H
 ABSW2 R. J. Harvieux.....30816-H
 ABSW1 A. J. Gingras.....32397-H
 ABSW1 J. A. Steel.....36037-H

ABSW2 L. F. Uwins.....28306-H
 ABSW1 B. J. Finnessy.....36549-H
 ABSW1 C. J. Dery.....36034-H
 ABSW1 A. A. Tarrant.....13863-H
 ABSW2 D. J. Lamb.....31129-H
 ABSW2 F. W. Edgar.....36065-H
 ABSW1 J. B. Lapierre.....37127-H
 ABSW2 G. T. Bransfield.....14686-H
 WASS2 N. Chomicki.....W-34922
 ABMA2 D. E. Pennell.....44031-H
 ABMA2 J. D. Rogers.....42973-H
 ABMA2 E. H. Mash.....36732-H
 ABMA2 L. J. Leblanc.....44201-H
 ABMA2 D. R. Hogg.....45933-H
 ABMA2 L. P. Gallant.....43108-H
 ABMA2 F. K. Ashton.....45911-H
 WAME2 B. L. Ward.....W-43075
 ABCD2 W. O. Matthews.....26529-H
 ABPH2 F. A. Quiek.....16686-H

Pacific Command

For Promotion to Petty Officer Second Class

LSBN2 R. W. Kisby.....24696-E
 LSBN3 B. T. Gammon.....7835-E
 LSBN2 R. J. Massey.....11092-E
 LSWS2 R. B. Bentley.....7874-E
 LSWS3 D. L. Gunderson.....14875-E
 LSWS2 G. A. Smith.....8021-E
 LSWS2 R. M. Dahl.....17212-E

LSWS3 F. J. Hicke.....27955-E
 LSWS2 J. G. Peil.....7925-E
 LSWS3 C. J. Underwood.....27363-E
 LSWS2 W. C. Bechtel.....29760-E
 LSWS3 E. C. Brophy.....14857-E
 LSFC2 T. F. O'Neill.....24575-E
 LSFC2 T. J. Merritt.....26126-E
 LSFC2 S. Dzeoba.....5884-E
 LSFC2 W. L. Cartwright.....18403-E
 LSFC2 L. I. Roy.....27494-E
 LSFC3 W. E. McLaughlin.....24811-E
 LSWU2 R. A. Gibson.....27427-E
 LSWU3 D. H. Little.....24234-E
 LSSN3 W. E. Greenfield.....16930-E
 LSSN3 G. C. Young.....3938-E
 LSSN3 A. G. Peden.....14849-E
 LSSN3 R. W. Johnson.....24188-E
 LSSN3 M. W. Eyans.....10818-E
 LSSN3 L. J. Prohopow.....27940-E
 LSSN3 C. A. Fancourt.....17075-E
 LSRP2 D. C. Hall.....24122-E
 LSRP2 E. J. Paquette.....10923-E
 LSRP2 J. M. Frederick.....12719-E
 LSRP2 J. A. Kobayashi.....9312-E
 LSSG2 R. J. Premack.....28671-E
 LSSG2 H. M. Gillies.....24745-E
 LSSG2 L. P. Rayment.....28151-E
 LSSG2 D. Ackerman.....31368-E
 LSSG2 G. G. Reitsma.....24628-E
 LSSG2 F. Seddon.....27731-E
 LSSG2 G. T. Kemp.....34849-E
 LSSG2 R. B. McClellan.....27608-E
 LSSG2 D. A. Parks.....16679-E
 LSSG2 T. M. Wybert.....24760-E

LSEM2 H. W. Vaughan.....24032-E
 LSEM2 C. P. Keighan.....16021-E
 LSEM2 F. A. Haire.....30263-E
 LSEM2 J. Forgie.....24026-E
 LSEM2 F. N. Merkl.....17485-E
 LSEM2 A. R. Hoover.....27452-E
 LSEM2 D. A. Moore.....18431-E
 LSEM2 W. R. Hamilton.....7840-E
 LSEM2 R. J. Rougeau.....7867-E
 LSEM2 E. G. Denton.....18418-E
 LSEM2 W. W. Propp.....24813-E
 LSEM2 D. J. Rigby.....7764-E
 LSEM2 J. A. Elliott.....17457-E
 LSEM2 K. D. White.....17259-E
 LSEM2 T. J. Fitzpatrick.....15096-E

LSER3 T. A. Moller.....13443-E
 LSER3 D. J. Lyngard.....17125-E
 LSER3 W. G. Bell.....16959-E
 LSER3 C. J. Johnston.....27694-E

LSLT3 M. M. Ceissler.....33417-E

LSAW2 J. A. Dey.....25962-E

LSPW2 H. W. Colwell.....18386-E

LSNS2 A. E. Prill.....17159-E

LSCK2 J. G. McLellan.....7820-E

LSCK2 R. A. Haines.....14487-E

LSSW2 J. H. McAllister.....14456-E

LSSW2 J. W. Richardson.....33026-E

LSTM3 R. E. Miller.....28067-E

LSPR2 G. E. Vowles.....23814-E

LSPH3 E. W. Charles.....18351-E

For Promotion to Leading Seaman

ABBN1 H. L. Parsons.....14896-E
 ABBN2 R. Bolduc.....24043-E

ABWS2 N. R. Lynch.....24170-E



Cdr. K. E. Grant, Commander Ninth Canadian Escort Squadron, recently awarded the "Cortron Nine Cutlass" to the captain of the winning gun crew of HMCS La Hullose, a frigate of his squadron. The trophy is a battered RN cutlass of the Trafalgar period, which was donated to the squadron by Cdr. Grant some time ago. The award usually hangs in the captain's cabin of the winning ship and is liable to change hands whenever a ship of the squadron breaks the previous record in a four-inch gunnery surface shoot. Cdr. Grant presents the coveted cutlass to PO Norman McIntyre, while Lt. B. E. Walsh, La Hullose gunnery officer, and members of the ship's company look on. (HS-68077)

ABWS2	P. H. Young	28552-E	ABRM2	G. Aluckner	34706-E	ABHM2	R. A. Provencal	15178-E
ABWS2	L. A. Massina	8116-E	ABRM2	S. E. Belobaba	35243-E	ABHM2	R. J. MacKay	18511-E
ABWS1	G. J. Metz	28176-E	ABRM2	J. R. Bullas	34678-E	ABLM2	V. A. Stanker	39739-E
ABWS1	G. W. Lightburn	33189-E	ABRM2	I. M. Finkleman	39664-E	ABLM2	R. A. Finley	24018-E
ABWS1	G. G. Pearson	24611-E	ABRM2	W. A. Rendall	34800-E	ABLM2	M. J. Fairley	39592-E
ABWS1	G. O. Roy	10668-E	ABEM1	M. L. MacLellan	35004-E	ABLM2	J. P. Schmitz	33468-E
ABWS1	J. W. Koziar	8088-E	ABEM2	L. A. Mack	38321-E	ABLM2	R. H. Torris	39564-E
ABWU2	D. C. Coughlin	35197-E	ABEM1	K. E. Roy	23879-E	ABLM2	J. Sereda	38668-E
ABWU2	J. E. Wetherill	34756-E	ABEM1	A. J. Chedd	33188-E	ABLM2	D. E. Brown	38694-E
ABWU2	W. G. Hanaka	35250-E	ABEM2	H. F. Carter	38323-E	ABLM2	R. H. Emmerson	28780-E
ABSN2	W. Smith	39488-E	ABEM2	R. J. Nelson	23970-E	ABET2	J. E. O'Leary	43172-E
ABSN2	J. E. Pungente	31584-E	ABEM2	F. L. Snopek	35219-E	ABET2	R. G. Derkacz	38370-E
ABSN2	G. W. MacGillivray	35259-E	ABEM1	J. R. Dykes	35097-E	ABLT3	A. R. Mikitka	32806-E
ABSN2	S. A. Martin	37767-E	ABEM1	L. W. McWillis	27558-E	ABAW2	E. J. Archer	35944-E
ABSN2	F. E. Little	39706-E	AHEM1	J. P. Bach	23876-E	ABAW2	H. T. Milligan	17287-E
ABSN2	L. Murfin	38664-E	ABEM2	G. W. Crozier	35147-E	ABPW1	M. W. Redfern	35158-E
ABSN2	L. E. Mein	14923-E	ABEM1	P. F. Loster	35118-E	ABVS1	J. A. Laurence	35018-E
ABRP2	G. F. Campbell	24012-E	ABEM2	R. A. Edgeworth	28175-E	ABNS1	J. N. Ottenbreit	27989-E
ABRP2	D. L. Nordstrom	33458-E	ABEM1	D. E. Beatty	15101-E	ABCK2	E. P. Theriault	10564-E
ABRP2	K. A. Capron	39643-E	ABEM1	I. G. Douglas	39620-E	ABCK1	J. D. Grant	34608-E
ABRP2	J. B. Garbet	43793-E	ABEM1	G. D. Carlson	33239-E	ABCK1	G. C. Reekie	23968-E
ABRP2	D. Nelson	39701-E	ABEM1	W. J. Paterson	27502-E	ABSW2	J. Bell	30468-E
ABRP2	M. A. Hiltz	33498-E	ABEM1	T. H. Marchant	23941-E	ABSW2	N. P. Grove	32358-E
ABRP2	W. L. Bennert	43816-E	ABEM1	D. W. Jackson	34912-E	ABSW1	A. P. Barry	27956-E
ABRP2	M. G. Cooper	43774-E	ABEM1	E. J. Hunt	35078-E	ABSW2	H. Strandberg	34703-E
ABSG2	W. O. Guy	13392-E	ABEM2	P. E. Pujo	38414-E	ABSW2	G. V. Mee	27162-E
ABSG2	C. R. Pearce	39535-E	ABEM1	D. D. Volk	32899-E	ABSW2	J. J. Parenteau	32425-E
ABSG2	J. N. Ford	33485-E	ABEM1	D. F. Clappm	17461-E	ABMA2	J. M. Warkola	38429-E
ABRM1	W. J. Ellis	35175-E	ABEM2	J. A. Cardinal	34819-E			
ABRM2	D. C. Wright	33433-E	ABEM2	W. J. Edgington	33492-E			
ABRM2	A. Fast	9381-E	ABEM2	L. M. Durham	39364-E			
ABRM2	T. E. Souka	38318-E	ABEM2	R. Hnetka	27996-E			
			ABEM1	R. G. Tremere	7483-E			
			ABEM2	W. C. McKinney	43843-E			
			ABHM2	E. Klok	31579-E			

OFFICER RETIREMENTS

LT.-CDR. ALLAN RANDOLPH HEATER, CD, of Dartmouth, N.S., joined RCNR September 18, 1939; promoted to warrant rank (skipper) May 15, 1941; released December 12, 1945; joined active list RCNR February 14, 1949; transferred to RCN March 1, 1951. Lt.-Cdr. Heater served in *Nitinat, Haro, Naden, Wetaskiwin, Armentieres, Givenchy, Vencedor, Outarde, Chatham, Stadacona, Woodstock, Malahat, Rockcliffe, Sault Ste. Marie, Cornwallis, Donnacona and Bonaventure*; last appointment was at *Stadacona*; commenced leave March 21, 1962; retired June 12, 1962.

LT. JOHN WILLIAM LANE, CD and two clasps, of Shearwater, N.S.; joined RCN November 22, 1927 as boy seaman; promoted to warrant rank (acting boatswain) August 1, 1942. Lt. Lane served in *Stadacona, Champlain, Ypres, HMS Vernon, HMS Hood, HMS Victory, Saguenay, St. Laurent, Cornwallis, Annapolis, Niobe, Warrior, La Hullose, Haida, Hunter, Star, Blue Heron, Shearwater*; last appointment was at *Shearwater*; commenced leave February 26, 1962; retires November 22, 1962.

The Greeks Had A Phrase for It

Many an officer nodded melancholy agreement with a brief quotation in a recent issue of the *U.S. Naval Institute Proceedings*:

"A collision at Sea can ruin your entire day."

The source of the observation was the Greek historian Thucydides, who flourished in the fifth century, BC.

LT.-CDR. DAVID JOHN LITTLE, CD, of Ottawa; joined RCNVR as Sub.-Lt. (E), June 22, 1944, demobilized May 9, 1946, entered RCNR Sept. 13, 1946, demobilized Sept. 30, 1947, re-entered RCNR Oct 1, 1947, transferred to RCN March 21, 1949. Lt.-Cdr. Little served in *Carleton, Cornwallis, Stadacona, Bytown, Niobe, HMS Kestrel, Pintail, York, Shearwater, Magnificent*; last appointment on staff of Director of Aircraft Maintenance. Commenced leave on January 15, 1962; retired April 14, 1962.

LT.-CDR. DANIEL LEONARD MARCUS, CD, of Ottawa; joined RCN August 1, 1944, as pay midshipman. Lt.-Cdr. Marcus served in *Stadacona, Uganda, Niobe, Warrior, Naden, Bytown, Niagara, Crescent, Ontario, Stettler*; last appointment was Assistant Director of Naval Supply (Plans) at Naval Headquarters; commenced leave on February 8, 1962; retired on June 21, 1962.

LT.-CDR. GEORGE MacRAE NEALE, CD, of Ottawa; joined RCNVR Jan. 16, 1941, as a Lt. (SB); demobilized in April 16, 1945; transferred to RCN March 14, 1951. Lt.-Cdr. Neale served in *Stadacona, Naden, Givenchy, Bytown, Burrard, Malahat, Ontario, Magnificent*; last appointment on staff of the Director of Matériel Supply Technical, at Naval Headquarters; commenced leave on January 6, 1962; retired March 13, 1962.

LT.-CDR. LESTER BENJAMIN SELICK, CD, of Rockingham, N.S.; joined RCNVR May 11, 1945 as a Sub.-Lt. (SB) and transferred to RCN October 31, 1945. Lt.-Cdr. Slick served in *Cornwallis, Stadacona, Bytown, Cape Breton*; last appointment *Stada-*

cona for Educational Training School; commenced leave May 10, 1962, retires October 4, 1962.

LT.-CDR. ARCHIBALD JOHN YOUNG, CD and clasp, of Esquimalt; joined RCN March 12, 1934 as an acting ordnance armourer; promoted to Acting Warrant Ordnance Officer on November 6, 1942. Lt.-Cdr. Young served in *Naden, HMS Excellent, HMS Curacao, Skeena, St. Laurent, Stadacona, Port of Toronto, Avalon, Uganda, Bytown, Cayuga, Crusader, Ontario Nootka*; last appointment *Naden* for Operations and Weapons Division; commenced leave on February 16, 1962; retires on October 4, 1962.

Officer to Retire If He Can Make It

The letter that appeared on the desk of the commanding officer of HMCS *Bytown* in early May had all the earmarks of the standard formal letter acknowledging an appointment. However, the second paragraph hauled the CO up short.

Here is the somewhat plaintive missive:

Sir:

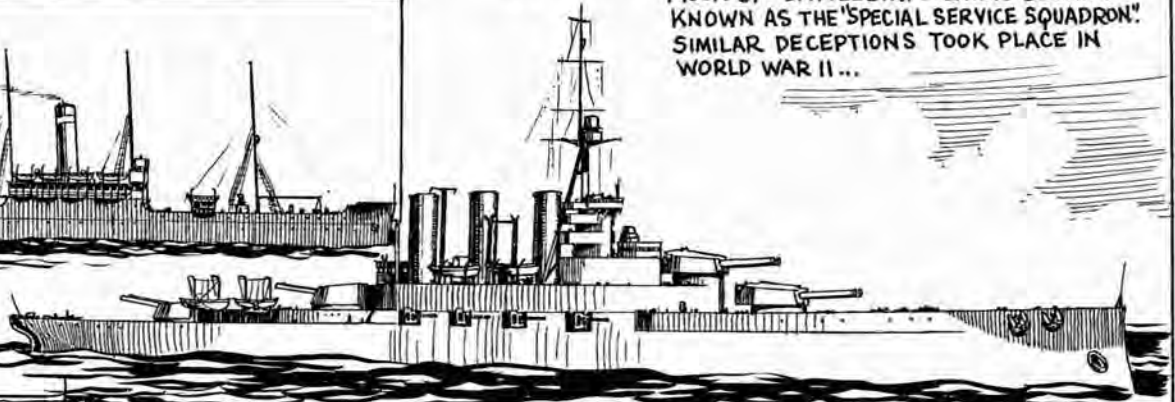
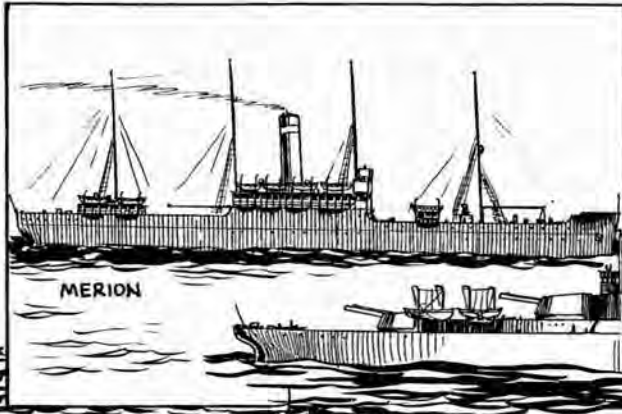
I deem it a pleasure to acknowledge my last appointment which is under your command, to date 25 June, 1962.

Unless otherwise instructed, and provided my tired old bones permit, I will report on board for decommissioning rituals at 0900 on the date stated.

Naval Lore Corner

Number 106 NAVAL "RUSES DE GUERRE"

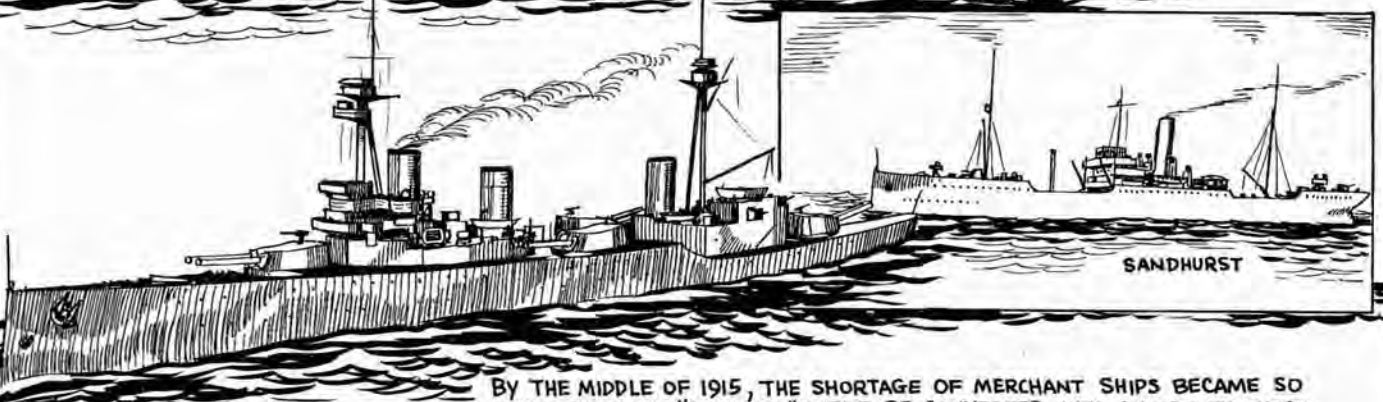
IN WORLD WAR I, BRITISH NAVAL SUPERIORITY BECAME SO SLIM THAT THE ADMIRALTY HAD DIFFICULTY IN MAINTAINING A SUPERIOR BATTLE FLEET IN READINESS AT ALL TIMES. TO DUPE THE ENEMY INTO THINKING THAT THE GRAND FLEET WAS ALWAYS AT FULL STRENGTH, A FLEET OF TEN DUMMY BATTLESHIPS WAS CREATED...IN REALITY, OLD MERCHANT SHIPS, SECRETLY DISGUISED WITH CANVAS AND WOOD, ORIGINALLY NAMED THE "10TH BATTLE SQUADRON" AND MANNED BY R.N.R. PERSONNEL, THESE MOCK-UP BATTLESHIPS LATER BECAME KNOWN AS THE "SPECIAL SERVICE SQUADRON". SIMILAR DECEPTIONS TOOK PLACE IN WORLD WAR II...



IN 1915, 4 MORE MERCHANT SHIPS WERE DISGUISED AS BATTLECRUISERS. THE STEAMSHIP "MERION" (ABOVE LEFT) BECAME THE 'MIGHTY' H.M.S. TIGER (ABOVE). SHE WAS TORPEDOED IN THE AEGEAN SEA DURING THE DARDANELLES CAMPAIGN, AND MUST HAVE ASTONISHED THE U-BOAT CAPTAIN WHEN HER TURRETS FLOATED AWAY...



"H.M.S. IRON DUKE" (LEFT), THE GRAND FLEET FLAGSHIP.... IN REALITY THE EX-C.P.R. STEAMSHIP "MONTEZUMA" (8,360 TONS), LIKE HER SISTERS, WAS DISGUISED AT BELFAST. THE "BOGUS FLEET" WAS ORIGINALLY THE IDEA OF WINSTON CHURCHILL. NOTE THE FALSE BOW AND ANCHORS, AND THE SPONSON BUILT OUT FROM THE HULL TO GIVE THE APPEARANCE OF GREATER BEAM FROM THE AIR...



BY THE MIDDLE OF 1915, THE SHORTAGE OF MERCHANT SHIPS BECAME SO ACUTE THAT THE "DUMMIES" WERE RE-CONVERTED INTO OILERS, TANKERS AND TRANSPORTS, ETC. ONE, HOWEVER, THE EX-STEAMSHIP "MANIPUR", WHICH PLAYED THE ROLE OF THE BATTLECRUISER "INDOMITABLE" (LEFT), BECAME THE DESTROYER DEPOT SHIP H.M.S. SANDHURST (ABOVE)... AND SURVIVED UNDER THE WHITE ENSIGN UNTIL THE END OF WORLD WAR II...

Roger Duhamel

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